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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

WEEKDAYS

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	6.40	9.15	10.30	11.40	12.00	1.15	2.30	3.45
Yamatou	6.50	9.25	10.40	11.50	12.10	1.25	2.40	3.55
Shatin	7.00	9.35	10.50	12.00	12.20	1.35	2.50	4.05
Taipei	7.10	9.45	11.00	12.10	12.30	1.45	3.00	4.15
Taipei Market	7.20	9.55	11.10	12.20	12.40	1.55	3.10	4.25
Fanning	7.30	10.05	11.20	12.30	12.50	2.05	3.20	4.35
Shumshui	7.40	10.15	11.30	12.40	13.00	2.15	3.30	4.45
Shumshui	7.50	10.25	11.40	12.50	13.10	2.25	3.40	4.55

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shumshui	7.20	9.05	10.35	11.45	12.05	1.20	2.35	3.50
Shumshui	7.30	9.15	10.45	11.55	12.15	1.30	2.45	4.00
Fanning	7.40	9.25	10.55	12.05	12.25	1.40	2.55	4.10
Taipei Market	7.50	9.35	11.05	12.15	12.35	1.50	3.05	4.20
Taipei	8.00	9.45	11.15	12.25	12.45	2.00	3.15	4.30
Shatin	8.10	9.55	11.25	12.35	12.55	2.10	3.25	4.40
Yamatou	8.20	10.05	11.35	12.45	13.05	2.20	3.35	4.50
Kowloon	8.30	10.15	11.45	12.55	13.15	2.30	3.45	5.00

SHA TAU KOK BRANCH.

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Fanning	7.45	11.30	2.30	8.25	11.45	1.05	5.00	6.55
Shataukok	8.40	12.25	3.15	7.20	12.40	1.40	6.55	8.50

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Fanning	7.45	11.30	2.30	8.25	11.45	1.05	5.00	6.55
Shataukok	8.40	12.25	3.15	7.20	12.40	1.40	6.55	8.50

Further information may be obtained at the Railway Office, Kowloon, or from Messrs. The Orient & S.S. Co., Ltd., Hongkong, or from THE HONGKONG & MACAO STEAMSHIP CO., LTD.

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YARDS.

ADVERTISEMENTS IN LETTERS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, August 21st.

The Postmaster General is severely criticised in the newspapers for the new departure which is announced this week—to print advertisements on public correspondence. The letter stamping machines which record the office of dispatch and the date will be fitted with dies to advertise anything an enterprising firm wants to put before the public in this way. Some of the big drapery houses who have been interviewed state that they are not taken with the idea at all. Their objection is that if they were flooding the country with circulars through the post the envelopes would perhaps carry the slogan of a business rival. There is a good deal in this point of view.

The scheme has been adopted in the interests of national economy, at least that is the official explanation, for there is big potential revenue from advertisers if the idea catches on. The critics declare that it is deplorable to have the British Government using the letters that pass through the post to tell the public "Blank's whisky is the best." One London paper, indeed, questions whether the Post Office has a legal right to impose this system on the community. The envelopes, it is argued, are the private property of the sender. The Post Office is merely the public carrier, for which service it is simply paid. Its duty is to cancel the stamp, but it has no right to go beyond the mere cancellation.

If Parliament were sitting no doubt we should hear more about the matter. There is some fear that if the Post Office has its way pillar boxes will be plastered with handbills and the mail vans will be used as movable hoardings.

Lord Kitchener's Death.

The Admiralty were rather slow in publishing the whole story of the loss of the *Hampshire* and the death of Lord Kitchener, but the official record is convincing and complete. At least, that is what any reasonable man would say. But it seems there are others. On the day the official account was published a Mr. Frank Power—who has carried on a campaign against the Admiralty in the columns of the *Referee*, the Sunday newspaper, alleging that Kitchener was not drowned—announced that a body believed to be that of the great soldier was being exhumed by him in Norway. Moreover, it was being shipped to England for identification.

There was a public protest that this outrage was to be perpetrated. "Not because people believed Mr. Power was right and the Admiralty wrong, but because any dead body was to be hawked about the world in the interests of a stunt. However, the alleged body arrived in London a few days ago, enclosed in a coffin, which was in turn enclosed in a huge packing-case. In the circumstances an inquest had to be held, and the case was opened in the presence of Scotland Yard officials, medical experts, and the Coroner, when, lo! and behold, it was found the coffin was empty.

Why Was It Done?

Confronted with this evidence Mr. Power's explanation was that the body that was in the coffin when it started on its journey to London was taken out and an empty coffin substituted in the packing case. Unfortunately for him, however, Scotland Yard has been able to give a detailed account of the journey in question, and it is quite certain that no interference occurred such as is alleged. His story has no more substance or truth than any of the many other stories and myths that have been circulated for years as to the death of Lord Kitchener.

It may be that in the first instance Mr. Power believed that Lord Kitchener did not die at sea. He has maintained that the great soldier was saved, and that he was afterwards shot by a German spy and buried in Norway. I say he may have gullied himself into that belief, and it is the most charitable thing that one can say. Then when the Admiralty published the official account of the disaster to the *Hampshire* and he knew the myths could no longer be persisted in, he may have thought it possible that he could get away with a film version of the "mystery" and make some money out of it. For he had a film made of a churchyard in Norway with a funeral taking place, and also a picture of the

(Continued on next column.)

THE FRENCH PROTEST.

A TEST FOR MR. EUGENE CHEN.

BANQUE DE L'INDO-CHINE WANTS ITS PROPERTY BACK.

WILL THE PICKETS PAY RENT.

[BY A CORRESPONDENT.]

Reference has previously been made in the *Daily Press* to the occupation by strike pickets of the properties of the Banque de l'Indo-Chine at the Tung Yuen Garden. This, of course, is the place which the Strike Committee have made their headquarters for carrying on their campaign of terrorism against their own countrymen who may wish to go personally to Hongkong or Shamen or to trade with the British. The rightful tenants were ejected some fourteen months ago since when no rent has been paid.

The French Consul has now made formal protest to the Foreign Office and Mr. Eugene Chen's reply is eagerly awaited. It will be remembered that Mr. Chen protested strenuously when the British Naval Authorities took possession of the Hojckong, Canton & Macao Steamboat Co.'s wharf and referred to China's territorial rights and a good many other things that were not relevant to the issue. Now the case is somewhat different. The French have not taken direct steps to eject the pickets. The French Consul, however, has asked the Foreign Office to order the strikers to evacuate the premises immediately, to compensate the tenants who were illegally turned out and to pay the rent for the past fourteen months.

It is a perfectly reasonable request but it will probably put the Foreign Office in a quandary. There has been some talk among the strike pickets of moving their headquarters; they may decide to do this without further delay but who is going to pay the fourteen months' rent.

As I have said, no answer to the Consul's protest has yet been received but it is understood the French authorities will not leave the matter in abeyance. Unless some satisfaction is forthcoming they will take further measure to obtain redress.

Investigating Steamers.

All boats with the exception of those belonging to the Hongkong, Canton & Macao Steamboat Company are now signalled to stop when passing the Bocca Tigris forts on their way to Canton. The officials have adopted this policy in order that they may exercise some supervision and carry out an investigation when such is considered necessary. The Steamboat Company's vessels have, so far, been allowed to proceed without hindrance of any kind.

arrival of the alleged body in London. He did not count on the coffin being opened here and the exposure of the hoax.

The Shipbuilding Industry.

I am glad to say that reports now available from shipbuilding centres are very cheering. In spite of the paralysing effect of the coal dispute, a healthy number of orders have been received. The United Fruit Company have placed orders for a series of fruit-carrying vessels; and Messrs. Furness, Withy & Company have ordered a passenger liner for their New York-Bermuda service. Then the Canadian Pacific Company have placed some very substantial orders, including two 18,000 tons passenger liners. It will be seen, therefore, that the prospects are brighter than they were six months ago, and that as soon as the miners return to work there is every chance of the shipbuilding industry recovering from the terrible slump into which it has been sunk for the last few years.

One other point in this connection may be noted. The shipbuilding industry has taken full advantage of the financial assistance given under the Trades Facilities Acts. Many of the big contracts that have come to us have been made possible because of the working of these Acts. The scheme will come to an end in March next unless the Government should decide to extend it. The heads of the shipbuilding industry are already busy in this connection. They believe that the prospects for next year are excellent if they can get help under the scheme of trade facilities.—H.B.

UNRAVELLING A CRIME.

PROF. LANGSNER IN SHANGHAI.

THE TASK SET BY THE POLICE.

A SUCCESSFUL CONCLUSION.

The Municipal Police in Shanghai agreed "to stage a crime" in order that Prof. Langsner might demonstrate his powers in unravelling mysteries.

The demonstration opened in the main hall of the Alliance Francaise, 247 Avenue Joffre. Without the knowledge of any one present except Assistant-Commissioner Beatty and Captain Wahl of the S.M.P., a plot had been staged which, as outlined in a paper inside a sealed envelope retained by one of the officers concerned, read:—"Smith suddenly lost his temper, picked up a dagger lying on top of a safe in his office and stabbed White in the back. He then rushed out of the room downstairs and along Fochow Road in the direction of the Bund. Doe rendered assistance to the wounded man, pausing for an instant to shout out of the window to the Chinese policeman underneath that a crime had been committed. The criminal was at this time some 50 yards away, running. Smith then concealed the dagger underneath his coat, entered Shepherd's Hotel, obtained some paper from a boy, unobserved, wrapped up the dagger and subsequently deposited it behind the bar."

Professor Langsner started out with a leather strap tightly binding his forehead. A line of motor cars followed that driven by him, and proceeded up Avenue Joffre on this test. Captain Wahl seated next to him in the front seat, kept his hand pressed against the Professor's wrist, directing him mentally through the various stages of the crime. Darting across Chungking Road to Manille Road, and thence to Avenue Edward VII., a temporary halt was called a little below Rue des Peres. Shaking his head the Professor, who had left his car, suddenly leaped back in and grasped the wheel, turning round and travelling at full speed down Rue des Peres, then turning left in Rue Weikwe, then back to Edward VII. along the Porte de l'Ouest tram-line, down Rue Hué and on to its continuation in Chekiang Road. A right turn at Hoopch Road and a swift journey down, much to the consternation of by-standers, curious at the sight of the cars which followed, including motion picture photographers, brought the party to Hankow Road, where a temporary jam was created, caused by the turning around of Professor Langsner, who then moved in the direction of Hankow and Shanse Roads, where another brief stop took place.

To Police Headquarters.

The next stop was at the Police Headquarters, Honan and Hankow Road, where Prof. Langsner left the car, rushed into a lift at top speed and where, attended by half a dozen followers, he went up to the third floor. Racing down the hall he entered the office of the Police Intelligence Department for a moment, then came out again, entering the lift at the Honan Road side of the building, rushing out past the fire station into the compound of the station, past the Gurdwara Temple and rear door of the police station where he let go of Captain Wahl's wrist. From a post in front of the Chinese cells, Mr. Langsner shot past the charge room, flattered a step or two at the foot of the stairs leading to Mr. Beatty's office and dashed up the stairs, only to find the door of the office locked. Before keys could be inserted he darted off wildly to an open window and had almost started along the window ledge on the outside of the building before he was deflected from his dangerous undertaking. Once inside the office he upset the chair of Mr. Beatty's desk, shuffled papers about through several drawers, and then left the spot in great haste. From there he darted down Fochow Road to Szechuen Road, scattered groups of people following. He reached Shepherd's Cafe in a state of what appeared to be utter exhaustion.

Mr. Shepherd the Culprit.

Tearing through the kitchen and back premises of the hotel he found Mr. Shepherd and took hold of him with the words "Wait, wait, you're the man." Then he continued his search which led him to a shelf used by the manager in the rear of the bar. Unwrapping a parcel which he found there, the dagger for which he was searching was revealed. Congratulations were forthcoming for the remarkable demonstration and witnesses declared themselves entirely satisfied with the results. Professor Langsner after demanding if there was anything more to be found, asked for a cool drink and then went into the dining room and chatted with Captain Wahl for a short while.

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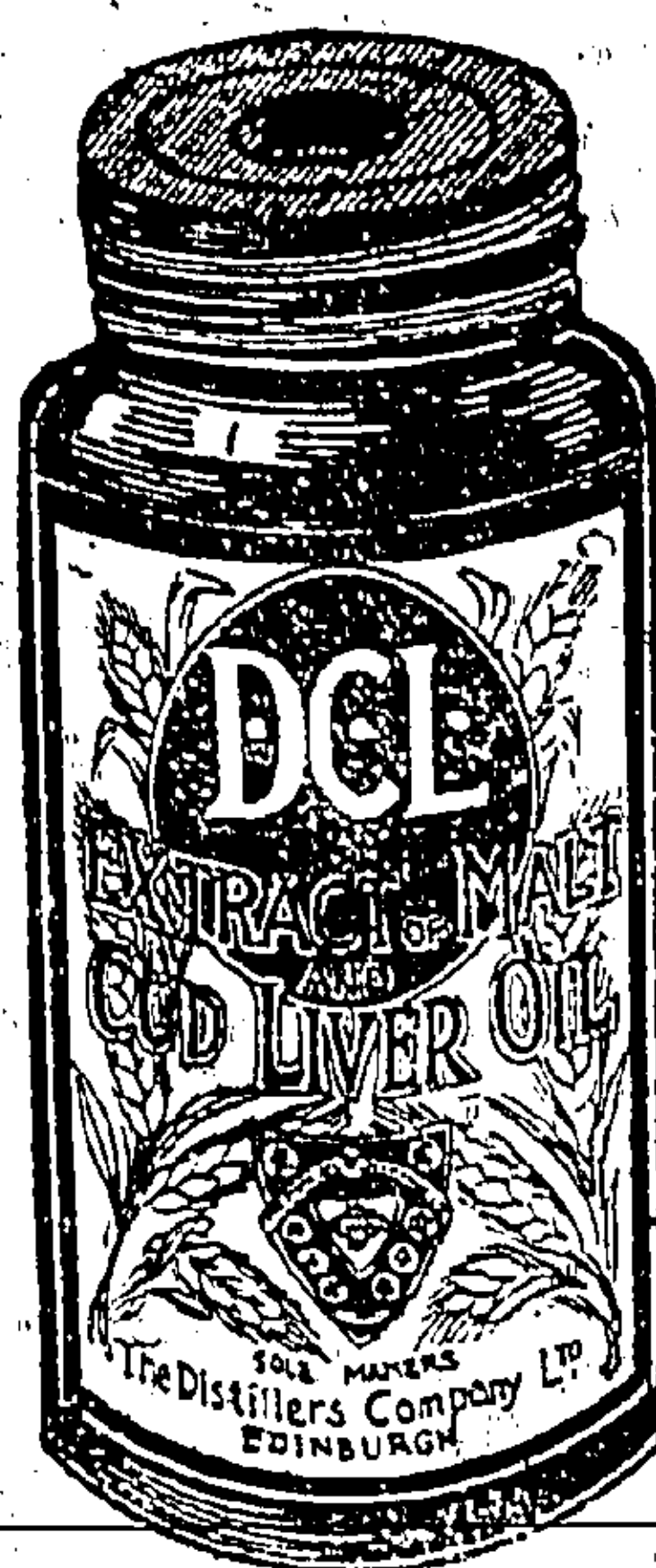
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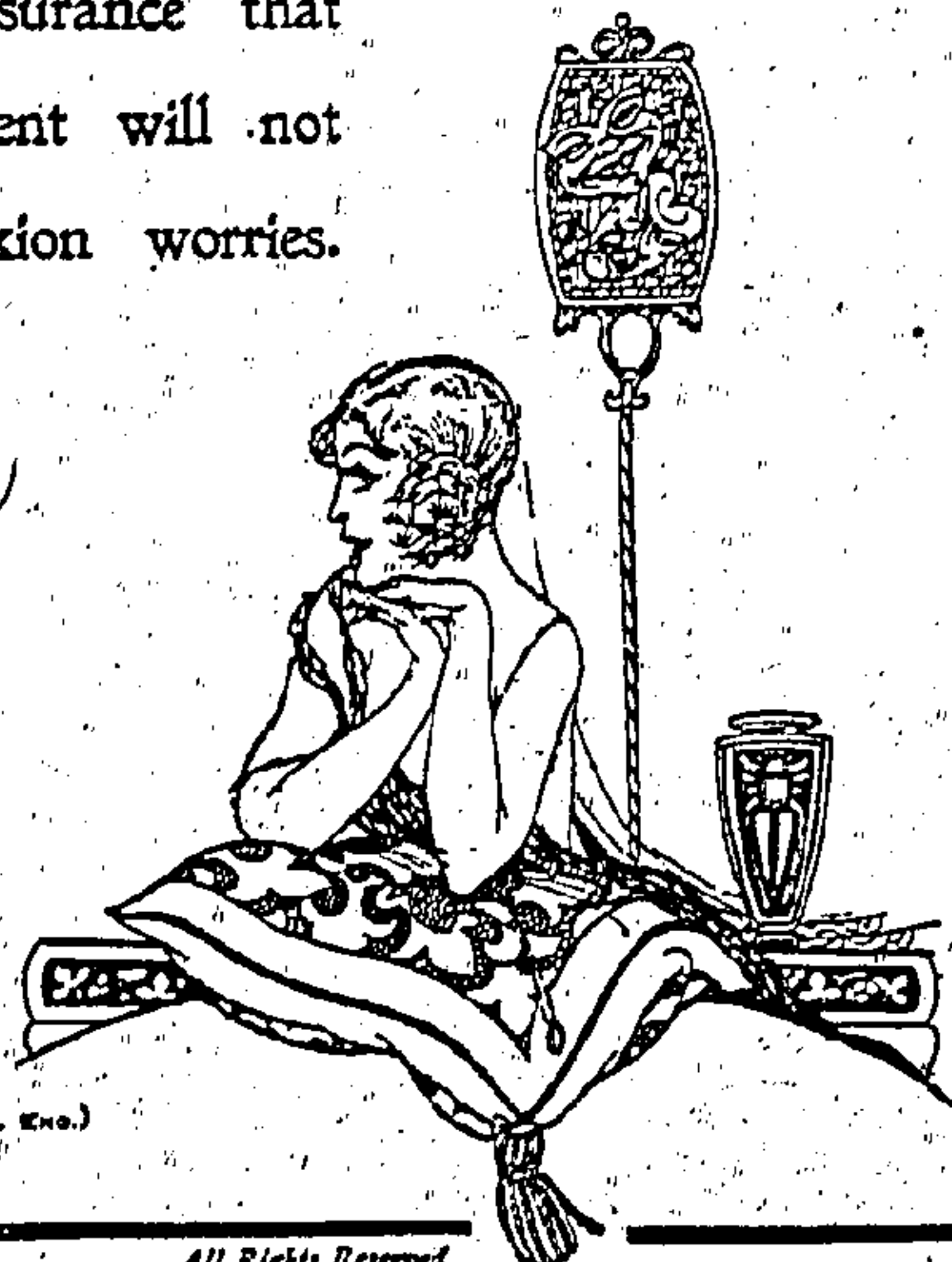
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**WHAT YOUTH IS
THINKING.
YOUNG CHINA.**

[BY SIR ARTHUR K. YAPP, K.B.E.]

When I was in Hangchow my friends took me to see the famous temple of "Yo Fo"—the God of War. He is one of the great heroes of the modern youth of China. The story runs that he had been fighting the Mongols in the North, and on returning home was promoted to a high position in the State. His enemies plotted against him, and at length, after a mock trial, succeeded in getting him condemned to death as a traitor against the country. After the verdict had been pronounced his clothes were torn off, and it was seen that branded on his back were four bold characters in Chinese—"Tsung Chin Kuo Aon"—"With audacity protect country." The words had been axed there by his mother before he started off to the wars. The populace passionately demanded that he should be declared innocent and released. This was done, but later, through bribery and false witness, he was re-arrested and executed. After his death he was regarded as a great national hero, and ultimately as a deity, and to this day he is thought of as the God of War. The youth of modern China is idealistic, and this story appeals strongly to its imagination.

It is difficult even to begin to understand China or its great modern youth movements—for China is moving. Think of a country with an area of over 4,000,000 square miles and a population, which, according to the latest census, figures, has reached 436,000,000; a country without good roads, with only 7,000 miles of railways as compared with 36,000 in our own little islands, 40,000 in India, and 112,000 in the United States. Roads and railways have inevitably a great influence in the opening up and development of any country, and China is short of both; but notwithstanding these handicaps she is moving ahead, and is preparing herself to take her due position among the nations of the world. The country has been racked by civil war and drained of its resources by succeeding and rival War Lords, but with unsurpassed industry the great mass of her people are at work increasing her output and developing her inexhaustible natural resources.

Slowly but surely, I am convinced, she is working out her salvation, and the hope of the future—and possibly the menace and the danger of the present—is in her youth. Eager, impulsive, sometimes apt to forget that old proverb of their fathers, "Bu Pa Man Tz Pa Tsan"—"Don't fear slow, only fear no go." It has been one of many failings of youth in many countries, our own included, at times to be in too great a hurry, and yet has it not always been the young man in a hurry who has ultimately got things done? Infinite patience is needed and, above all things, a determination to understand the Chinese viewpoint, and, may I add, to know the Chinese.

Bolshevik Influences.
Some people are apt to dismiss the present difficulties in Canton by suggesting that the thought of young China today is entirely swayed by Bolshevistic influences from Russia. I found no responsible Britisher in China amongst the many I met who took that view. That such influence does exist is undoubtedly, and is deplored by British, Americans, Chinese, and Japanese alike, but the fact is that China is awaking. She realises that she is not a nation of coolies, and, excepting isolated instances, she does not regard the foreigner as a "foreign devil."

Unfortunately, Chinese youth has been prejudiced against our own country, and a number of regrettable incidents have not helped matters. Do we not see even in our own games how those who are looking on sometimes rise in anger against a player who they think has been guilty of a foul, even though the referee, who saw more closely than they, could possibly see, knew that no foul was committed, or even intended? Whilst naturally we trust our fellow-countrymen in China and believe in their sense of fair play, every true Britisher must regard sympathetically the great Youth Movement of the Republic of the East in its endeavour to attain that freedom that it took so many years to gain. I am convinced that, if left to herself, and if there are not even too many anti-Bolshevistic movements initiated by foreigners, China will herself ultimately throw over this Russian menace. A significant incident occurred in connection with the Canton Christian College about the time I was in China. The students, practically all of whom were Nationalists, determined to get rid of three of their number who were avowed Communists. The matter was put to the vote and expelled by the management of the college, who concurred in the view expressed by the majority of the students. The representatives of the Canton Government suggested that the decision should be reconsidered, but before the college management had time to take any action the students met again and agreed by vote that they would all resign in body if the Communists were taken back.

It would not do to attach too much importance to this incident, as apparently there are two very distinct parties in the college, but it is significant. We need to sympathise, too, with our own people, who are living in China and who, for the most part, are very friendly to the Chinese who they honour and trust. Many of them have suffered hardships and indignities of various kinds, and some heavy financial loss, because of the action that has followed the sometimes misguided thought of Chinese youth. In their hearts I am convinced the Chinese (Continued on next column).

CHRISTIANITY IN CHINA.

AN OPTIMISTIC FORECAST.

At the Summer School of the London Missionary Society at Swanwick, Derbyshire, on August 17th, Mr. C. G. Sparham, of the Advisory Council of China, gave a hopeful view of the future of that country. China, he said, was now governed by four generals in different centres, but as the armies were better disciplined there was less of what the Chinese called "looting to emptiness." The people were intensely nationalistic and did not want the foreigner. The present troubles were in the nature of a family quarrel, and the people wanted to settle it for themselves. Amidst it all the progress of the country was remarkable. New towns had sprung up by the side of the old ones, with thoroughfares, parks, and public services which would bear comparison with the West. This national feeling was showing itself in the Church. New churches at great cost were being erected, and through synods, colleges, schools, and hospitals China would become dominantly Christian. This was not a foreign movement, but it was moving in and through Chinese life and institutions.

still trust in the justice and honour of British administration. In Singapore, for instance, I found that nearly 250,000 Chinese emigrated last year to the Straits Settlements and most of them came from those very districts where there had been strongest anti-British feeling.

Keenness for Education.

On the prow of every Chinese junk, or sampan, I noticed an eye had been painted, and I was told of an ancient saying of the Chinese fathers that provided an explanation—"No eye, no can see; no can see, no can go." I believe eventually Chinese youth will see clearly the road of progress, and the whole nation will then move forward as, perhaps, no other nation has done, at any rate, in our own times. Some parts of the great Republic seem to me to be passing through the "demonstration" age—the "general strike" period. The more responsible of the people realise that constructive work along educational lines, though apparently more slow, will lead to quicker and to more certain results. Young China realises that knowledge is power, and the universities and colleges are full. I addressed large numbers of students in colleges and schools, and only twice was it necessary for me to speak through an interpreter. Chinese youth are studying English, and I was much interested to notice how quick they are to grasp the point.

Some of the best Association football I have seen for years was played by Chinese teams. Keen, clever, sportsmanlike—no fouling, no dirty play—they might have been two teams from two of our own public schools. As I watched them play against teams of other nationalities, I felt that what was exactly what was needed—that the nations should all learn to play the great game and to work together for the common good.

May is the danger month in China. May 1st is Labour Day; May 4th commemorates the formation of the Students' Patriotic Movement in 1919 and the dismissal at their instance of officials in Peking; May 9th, National Humiliation Day, commemorating the famous twenty-one demands made by Japan of China in 1915; May 20th is the anniversary of the Shanghai tragedy. When I left Shanghai on May 10th the first three anniversaries had been safely passed, but there was a certain amount of apprehension as to what might happen on the 30th. Many of the best type of Chinese feel that the unfortunate incident of May 30th, when the collision occurred between the police and the Chinese students and others, with resulting casualties, has never been satisfactorily cleared up. There is still an amount of bitterness it would be a mistake to exaggerate, but folly to leave out of consideration.

Things are changing in the changeless East. The consecrated work of Christian missionaries, education, modern inventions, the world war—all have had a share in bringing about the change. Thought is changing, especially where youth is concerned. I do not want to give the impression that the change is mainly in the wrong direction, because I do not believe it is. Though Bolshevism in China, as elsewhere, is largely anti-Christian and has been particularly bitter in its attacks on the Y.M.C.A., the association buildings which are to be found in most of the big cities are crowded as never before, and the Y.M.C.A. in the colleges and universities is exercising an influence out of all proportion to its numbers. The responsible leaders of the movement in China, in whom I have absolute confidence, have wisely steered clear of party politics, and have done their best to work for peace and goodwill and for the good of China as a whole.

When at Hangchow I was dining at the house of a friend with a number of Chinese ladies and gentlemen. I asked them to write a brief message that I could carry to the people of England. They wrote it, and the picturesque characters in Chinese lie before me as I write—"Chung hsi shi shin young hying ho pin." Translated into English the words mean: "East West clasp hands for ever enjoy harmony peace." At a memorable gathering in Shanghai, when British, Chinese, and Americans were present, those present formulated another message to Britain: "Within the Four Seas all are brethren." I believe the underlying message of both is sincere and most cordially reciprocated by the great mass of Britishers at home and in China. I am convinced that the hope of China is in her youth. The youth of China is thinking, and I believe that ultimately, though possibly through many mistakes, thinking youth will lead China in the paths that lead to peace and prosperity.—Daily Telegraph.

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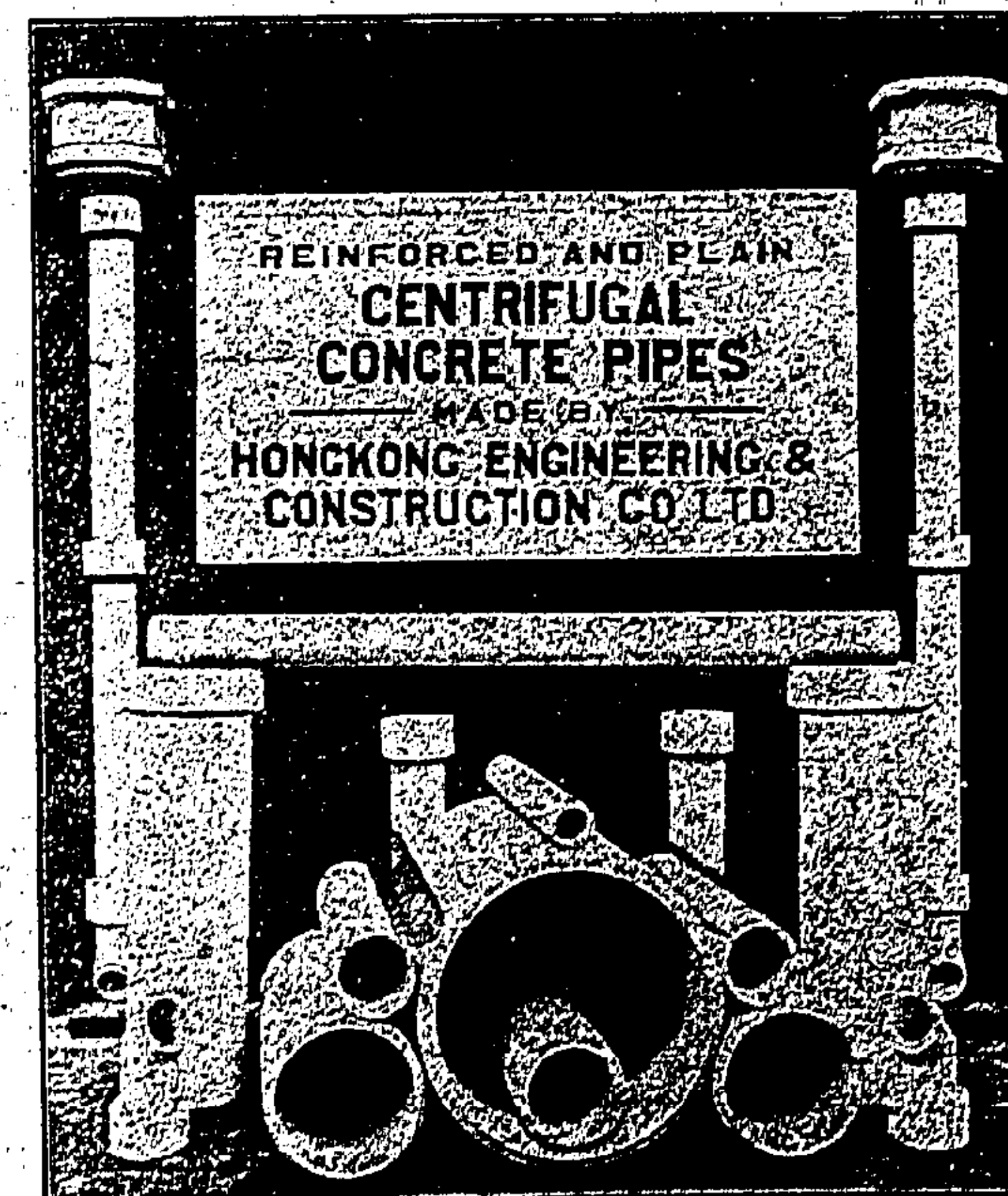
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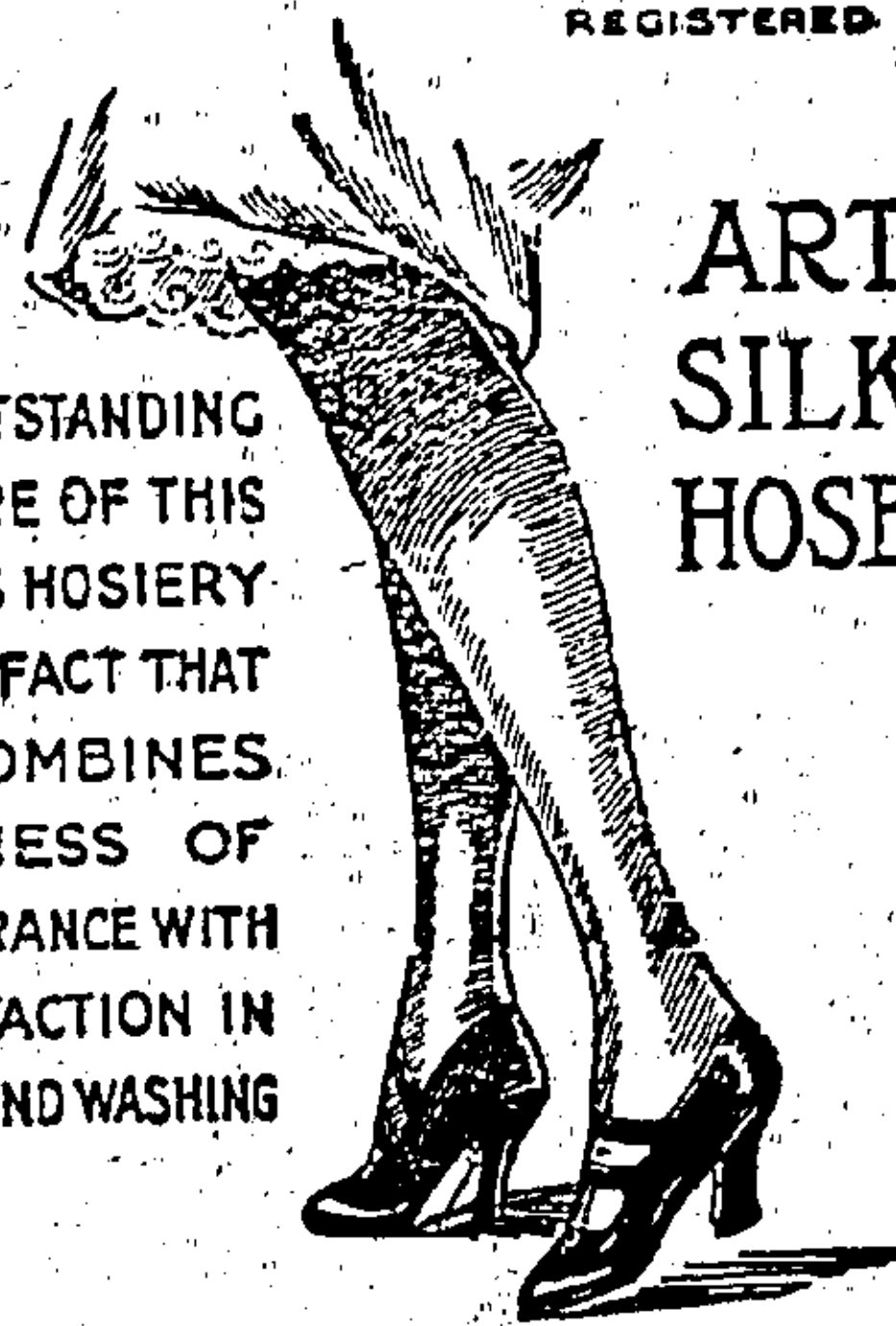
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CRICKET FIFTY YEARS AGO.

Seldom have I come across a more striking instance of what I might call the historical continuity of Cricket than that which I found on turning up the files of the *Daily Press* for the later months of 1878. While perusing a great portion of the cricket accounts, one would read on and gradually forget that the games in question were played fifty years ago. Then one's eye would pass to the next column and discover that the latest news was that Mr. Disraeli had received a peevish letter, or that Gounod had been present when last month Wagner conducted the first complete performance of "The Ring." True, there were occasional archaisms. Mr. So and So was put out or caught out. And what is more he was Mister every time unless he held official rank. On the whole though it was much as it is to-day, and familiar names crop up. Mr. Wodehouse was a useful bat. He was at that time a Cadet officer of ten years standing. He retired in 1898 as Police Magistrate, was given the C.M.G., is the father of P. G. Wodehouse, the novelist, and of Mr. P. P. J. Wodehouse, C.I.E., the Senior D.S.P. here, and is still hale and hearty. Another familiar name was that of a Mr. Lindsell, a subaltern in the 28th Regiment (now the 1st Gloucesters), who was an uncle of the present First Magistrate. From his scores I fancy the Magistrate has it easily on his uncle in cricket ability.

The season opened with a match on October 7th, the First XI. v. Next XXII. This was apparently a regular fixture and in this year the XI. got a bad beating. After that it appears to have been the custom for members who wished to play to turn up at the ground on Saturdays for a pick-up game unless the Club played one or other of the Services or both together. In those days the ground was only separated from the sea by a road with a line of young trees planted along it and the light must have been a good deal better than it is now with the Club and the Supreme Court shutting it in. But for all that the scores were uncommonly small. A hundred was at the beginning of the season a match-winning score though they did a little better in February.

I find traces of nine Club matches only but it is quite evident that the newspapers depended entirely on the whim of the Secretary or on a solitary reporter. Every time there was anything else of interest on a Saturday—a regatta or a Race Meeting, cricket does not get reported although previous notices show that a match took place.

There was no Christmas or New Year's match in those days, but frequently matches were played on Friday and Saturday afternoon. In those easy times it was not hard to get an extra half-holiday. And they must have taken it easily as it took two full afternoons for the Army and Navy to compile 99 and 70 against the Club's 98 and 54, although we are told that the Club's fielding is improving. On another occasion on January 5th and 6th, 1877, the Garrison compiled 48 and 150 against the Club's 88 and 17 for six wickets. There was a plaintive note about the account, as if the compilation of 150 runs in one innings was almost indecent. The writer, who seems to have been the R. Abbit of his time, lectures the Club on their fielding and remarks that Sergeant So and So "bowed in true bowling alley style—no lobbing allowed." Another gentleman distinguished himself for his brilliant fielding at long-stop.

The Club nearly had their revenge on January 19th and 20th, as they made 98 and 185 against the 89 and 12 for 7 wickets of the Officers of the Navy and Army. Evidently the gallant sergeant was much missed in the trundling line! But the climax of the season came when on February 13th—a whole holiday, the Club played the Volunteer Firemen and drew with them the scores being 217 to 84 for eight. For the Club a Mr. A. K. Travers made 123, which, it is recorded, was believed to be the largest individual score ever made on the ground.

It is curious to find that in those days ships were frequently despatched late on Saturday afternoon—much to the annoyance of players who strongly objected to losing their Saturday game. A match against a "Coast Team" was fixed for February 20th and 21st but as the Races came along poor old Cricket did not get reported. But the Club wound up the season in style by beating the Army and Navy by 102 to 89. There must have been some wonderful bowling analyses then, but alas! they were never kept.

A lot of water has flowed under the bridge since then. We have now twenty-one teams in two leagues with long fixture lists. But cricket is now as it was then and as it will be when the last Soccer referee has been lynched by the crowd for giving an honest decision against the home side.

R. ABBIT.

LAWN BOWLS.

THE CHAMPIONSHIP OF THE
SECOND DIVISION.

DECIDING GAME TO BE PLAYED AT TAIKOO.

A meeting of the Hongkong Lawn Bowls Association was held in the Hongkong General Chamber of Commerce room yesterday evening, when Mr. B. W. Bradbury presided. The meeting was called to decide upon a venue for the game between the East Point Recreation Club and the Kowloon Cricket Club for the championship of the Second Division. Each Club has 22 points, but the respective clubs failed to agree as to the choice of ground for the game.

The Chairman said that the result of the match meant promotion for one of the two teams.

Rules Ten Years Old.

Mr. Hamilton (East Point R.C.) asked if there was anything in the league fixture rules in regard to playing deciding games.

Mr. C. T. Tacchi, the Secretary, said that the rules only enacted that the League committee should decide the day on which the match should be played.

It was also stated that the existing rules were formulated in 1910, and had not been altered since.

The Differences.

Mr. McTavish (East Point R.C.) said that he had conversed with Mr. Goldenburg of the Kowloon Cricket Club concerning the replay. Mr. Goldenburg suggested the Kowloon Dock green. Mr. McTavish had pointed out that it was too far, and the players of the East Point could only with difficulty get there if that venue was chosen. The speaker suggested the Police Club green, but Mr. Goldenburg had replied "we will not play on that green." Mr. Goldenburg then suggested the Kowloon Bowling Club green, but Mr. McTavish objected as some of the K.C.C. players were members of the Bowling Club. Mr. Goldenburg's chief objection to the Police green was because it had no "ditch." No agreement was reached.

Mr. Overy (Kowloon Cricket Club) said that it was absurd for the East Point R.C. players to object to Kowloon Dock by saying that it was too far away. They had chosen it because it was one of the most "get-at-able" greens in the Colony. It was also neutral ground. The East Point players could get there quickly by launch.

Mr. Hamilton said that he must disillusion Mr. Overy at once. The East Point Club had no launch.

The Decision.

Mr. A. O. Brown said that the ground should be neutral. It should also have a ditch. There were only two such greens in the Colony, the Civil Service and Taikoo. The Civil Service green was in a bad condition. He therefore proposed that the game should be played at Taikoo.

Mr. Smith seconded.

Mr. Overy said that it was as far for the K.C.C. players as for the East Point players to go to Kowloon Dock.

The proposition was carried.

It was further decided to play the game on the first available Saturday.

LAWN TENNIS.

HONG DOUBLES.

An interesting match was played at the Hongkong Cricket Club yesterday, when A. W. Hayward and J. D. Humphreys (Doddwells), rec. 3/6, met B. Hancock and R. E. Green Smith (Exchange Brokers), owe 4/6, in the semi-final.

The former pair won by the odd set 6-3, 3-6 and 6-3, after a fast match in which there were many long rallies.

J. D. Humphreys especially distinguished himself.

They now meet W. A. Nowers and L. M. S. Lloyd (rec. 1/6) in the final.

THE S.C.A.A.

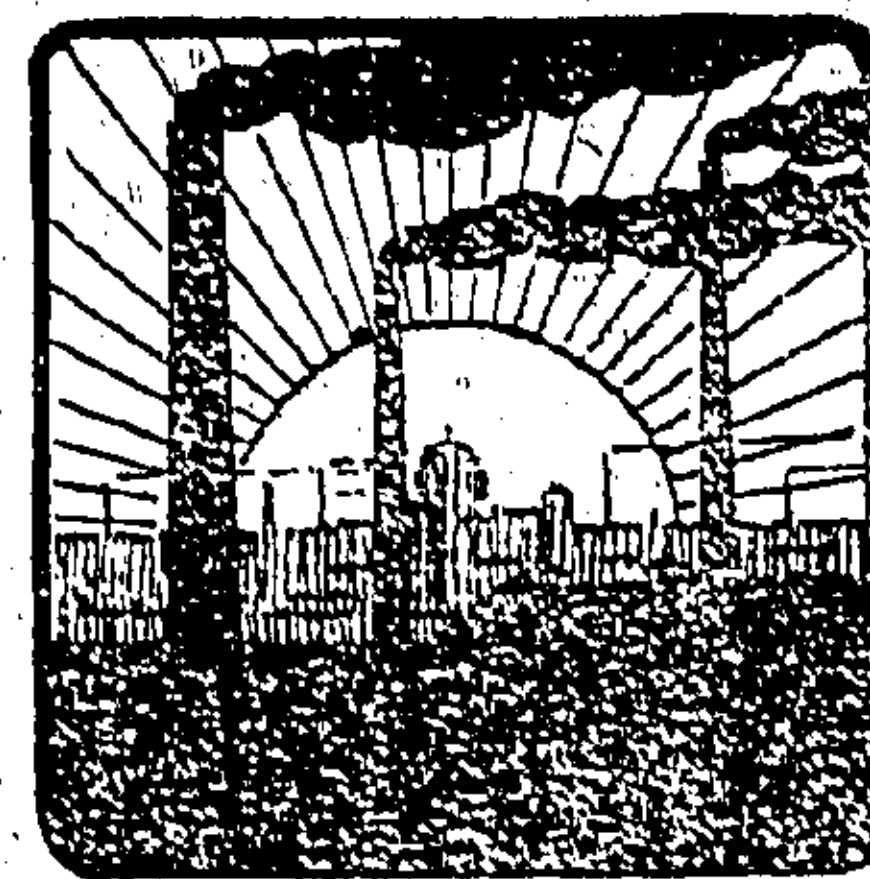
TOWARDS RECONCILIATION.

At the meeting held yesterday, in the Hon. Dr. Kowall's office, to consider ways and means of rectifying the differences between the Chinese Athletic Association (who were formerly members of the S.C.A.A.) and the South China Athletic Association, the representatives of the two Associations met the Hon. Sir Shou-son Chow, the Hon. Dr. Kotewall and Mr. Mok Wing Yui, Hon. President of the S.C.A.A., all of whom desired to see the Chinese combine again.

The representatives of the Chinese Athletic Association, who were not empowered to effect a settlement at yesterday's meeting, presented a letter to the effect that as they had already established the new Association and had joined the Hongkong Football League, it was now too late for them to dissolve the Association, but after some persuasion on the part of the Hon. Sir Shou-son Chow and the Hon. Dr. Kotewall, they agreed to carry to their Committee a proposal to re-amalgamate with the South China Athletic Association on the understanding that their original grievances would be reconsidered by the S.C.A.A., with a view to having them redressed.

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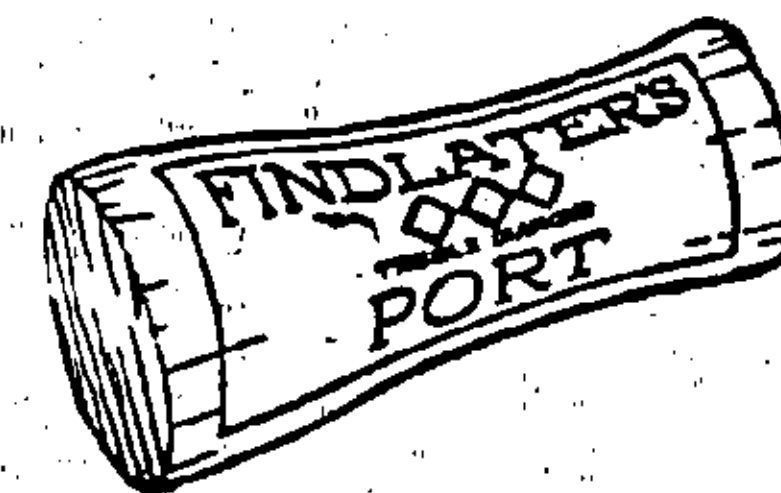
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[101]

FALL OF HANYANG DESCRIBED.

COMMANDER CHANGES HIS ALLEGIANCE DURING
THE NIGHT.

SOUTHERNERS' FIGHTING QUALITIES.

The Hankow correspondent of the *N.C. Daily News*, writing on September 8th, says: Those of the Wuchang inhabitants who were fortunate enough to be able to slip through the din last night, awakened to find Hanyang in the hands of the Southerners. As on previous nights, heavy firing opened about 1 a.m. and lasted continuously till just before 6 a.m., mainly around the Tortoise Hill, Hanyang and along the River Han towards Tsai T'ien. Ch'iao Kow fell at about 5 a.m., when the defenders surrounded and surrendered. Apparently there was little artillery used in the attack on the Tortoise Hill, which fell at about 6 a.m., after some very heavy fighting.

General Liu Tse Shan, Commander of the 2nd Division, who, it will be remembered, is no great friend of Marshal Wu, went over to the Southerners during the night. Wounded Southerners have been admitted into the Hodge Memorial Hospital at Wu Shen Miao, which is right opposite the ferry across the Han to Hanyang. The whole of Hanyang is now in the hands of the Southerners but Hankow is still occupied by the Northerners. It is impossible to cross the Han at any point within the area of Wuhan. Chiang Kai Shek now holds the Arsenal, which, although not working to-day, it may be safely prophesied will be working at full speed in a few days time. It is reported that Southern troops are now striking north west in order to cut the railway and the Northerners' line of retreat. Heavy fighting is still in progress around Tsai T'ien.

Malco Deserted.

Early this morning, retreating Northern troops, hurrying along at something between a walk and a trot, could be seen coming in from the direction of Ch'iao Kow and then striking across towards the railroad at Kilometre 10 (or Seven Mile Creek), where Marshal Wu is rumoured to be conducting operations.

The Malco this morning was absolutely deserted, save for soldiers posted at regular intervals.

Telephone messages from Wuchang this morning state that last night was the quietest that they have had for nearly a week. Wuchang is now virtually cut off. Tortoise Hill overlooks the whole of the western wall of Wuchang. During the last four days, the Northerners in Wuchang have relied entirely for supplies on launches crossing from Hanyang and Hankow to the Hanyang Men in the western wall, under cover of their gunboat fire. Artillery on Tortoise Hill can prevent any launch from getting to the Hanyang Gate.

Marshal Wu still has large numbers of reinforcements at the railroad but it is felt that he is seriously handicapped because he does not know whom he may trust.

LATER.
The day has passed very quietly here. There has been less gunfire than the four past days. Rumour has it—and this time probably with truth—that Wu Pei Fu is at the railroad and that trains are standing by in readiness for a cut and run.

The Roman Catholic Fathers of St. Columban's College, Hanyang spent an exciting and uncomfortable night at that institution. They lay in no man's land throughout the thick of the fighting but no one was wounded. They speak warmly of the fighting qualities of the Southerners, who attacked with a recklessness bordering on bravado. The R. C. Fathers were able to get to Hankow without any difficulty this morning. They state that the Southerners are bent on cutting off Wu's line of retreat and are pressing on to cut the railway above Kilometre 10.

Messages from Wuchang this afternoon state that all is quiet. Gunboats endeavouring to get to the Hanyang Gate were driven off by Southern fire from Tortoise Hill and all communication with the garrison in the city is now severed.

KUOMINTANG PAPER

MONEY.

TO BE CIRCULATED IN KWANGSI.

SUSPENSION OF NEWSPAPERS.

INTERESTING LEGAL CASE.

[FROM OUR CHINESE CORRESPONDENT.]

It is the intention of the Kuomintang to circulate war bonds, treasury notes, banknotes, and other Kuomintang securities in Kwangsi Province. A branch of the Kuomintang Central Bank was to be opened at Wu-fong Kai, Wuchow, on September 15th.

Replying to complaints of delay in the transmission of messages from Canton, the Canton Chinese Telegraph Administration has explained that its present capacity is about 24,000 words a day. Since the beginning of the Northern Expedition, however, many war telegrams have taken precedence over ordinary messages. Some 300 war messages are being handled daily and sometimes these messages comprise 600 to 700 words. Moreover, many relays are required before a message is finally transmitted, say, to Changsha. The Canton Chinese Telegraph Administration has no control over stations outside of Kwangtung.

Swatow Newspapers.

Canton Kuomintang Headquarters and Kuomintang Workers' Delegate Conference have been advised of the recent closing of two Chinese newspapers in Swatow, the *Sen Kuo Min Jih Pao* and the *Kung Yin Pao*. Nominally the papers were closed because of the failure of their management to apologize for unfavourable remarks regarding Kuomintang officials and because of their refusal to pay the increased wages demanded. As a matter of fact, however, the real charge was that the papers were "anti-Red" in sentiment. Kwangtung has now but a few non-Kuomintang papers. Recently six Canton newspapers had to suspend publication for political reasons and on account of labour tyranny, and now these two Swatow papers have had to close.

As far as battles to be fought in Kwangtung and Fukien are concerned, it may be said that preliminaries are usually settled in the Chinese hotels where "Reds," "anti-Reds," and bandits meet upon equal terms and in comparative safety. The bandits near the Kwangtung borders in Fukien are still apparently waiting for the highest bidder.

Lawyers at Variance.

The Kuomintang Political Commission is asking the Board of Indictments to hear the case of Dr. Chao S. Bok, a former Chief Justice of the Kuomintang Supreme Court, against Mr. Loo Hing Yuan, Kuomintang Attorney-General, in which Dr. Bok alleges that Mr. Loo has criminally libelled him. The case is of considerable interest to the legal profession in Canton because of the eminence of the persons involved. Dr. Bok is a doctor of law, trained in one of the best known universities in the United States, while Mr. Loo is an Oxford graduate and a British trained barrister-at-law. Dr. Bok was once Chairman of the National Council at Nanking and president of Tongshan College of Mines and Engineering. Mr. Loo is now Chief Justice of the Kwangtung High Court, in addition to other duties.

Apart from the ordinary police in Canton, there are now six different secret or detective forces working in the vicinity to prevent espionage on the part of "anti-Reds." This explains why a hotel guest in Canton is sometimes questioned three or four times a day.

COMPENSATION FOR PARSON.

SEQUEL TO TRUCK AND CAR COLLISION.

Among traffic cases heard by Major Willson at the Central Magistracy yesterday, the driver of a hand truck blamed a motorist for damage done to the car. He said that the car turned round a corner and rushed into the truck.

Sub-Inspector Alexander said the defendant took his truck to Park Road—a prohibited area—and collided with the G. E. S. Updell's motor car which was coming up the road, causing damage estimated at \$50.

Complainant thought the collision was caused by the truck coolies trying to rush the vehicle to the other side of the road.

Defendant was fined \$5 on the traffic charge and further ordered to pay \$50 compensation.

Fines of \$10 were imposed on other offenders of the traffic regulations, one of these being the owner of a lorry. It was pointed out by Sub-Inspector Alexander that there was risk of damage to the roads by lorries being overloaded. He said that seven tons weight was the limit for a motor vehicle fully loaded, but defendant's vehicle was more than six tons overweight.

A FIGHT TO A FINISH.

MARSHAL SUN AND CHIANG KAI SHEK.

THE ULTIMATUM.

The ultimatum delivered by Marshal Sun Chuan Fang, Tapan of five Eastern Provinces to General Chiang Kai Shek is a long document. The following extracts are taken from it:—

"Without the least reason," says Marshal Sun, "you have marched towards the Yangtze, first taking possession of the province of Hunan and then unlawfully seizing the Wu-Han cities, you threatened to invade my territory. In view of the continued sufferings of the people, I declared that I had adopted a policy of *pan-ching-an-min* (armed neutrality). In all of my career I have had but one object that was to rid the country of useless troops. Now, much to my disappointment, you are pressing me into a battle, which it was my intention to avoid, if possible."

I fail to understand why the north and south should misunderstand and hate each other so deeply as they do and I am unable to explain why it is your intention and delight to see the innocent people suffer. You say you are acting under instructions and under the will of your late leader, Dr. Sun Yat Sen, with a view to uniting the country by force under the dictation of the Kuomintang. Let me tell you, once and for all, China belongs, not to any particular political party, but the Chinese people as a whole. You have sworn to execute the will and the Three Principles of the late Dr. Sun but on the other hand you find it pleasant to make the people suffer through your ill deeds. This is beyond my comprehension. Worst of all, you desire to change the National flag of the Chinese Republic without the consent of the people. You desire to transform it into the Soviet flag. This is nothing less than treason, not only to your party but to the people and the country. I demand, therefore, that you withdraw all your troops from Kiangsi, Hunan and Hupoh within the next 24 hours, otherwise I shall not be responsible for the consequences if I attack you. This is a challenge to a fight to a finish."

ROGUES AND VAGABONDS.

POLICE VIGILANCE IN THE CITY.

A CASE WHICH FAILED.

Special vigilance is apparently being carried out by the police to prevent further burglaries in the City. In the list of charges at the Central Magistracy yesterday were three prosecutions of Chinese, who had been found at the entrances of shops and in alleys during the night.

Serjeant Major Wong Lau, of the detective staff, was a witness in one of the cases which concerned a man who was found at 1.30 a.m. asleep outside the door of No. 53, Queen's Road Central.

Witness said that when he flashed his torch on the man he feigned to be asleep. He was lying down on new bedding, which on being turned over had nothing under it to incriminate him in any way. His Worship saw in this no evidence whatsoever of intention to commit a felony, which was the offence with which he was charged.

The police officer pointed out that the man was sleeping outside the shop and the circumstances were suspicious.

His Worship: How many thousands of Chinese in the Colony sleep in the streets and are without any fixed abode—thousands and thousands.

Previous convictions were then mentioned in an endeavour to secure a conviction.

His Worship pointed out that the man could not be charged on the mere fact that he had been a thief at one time. The defendant might have been a reputed thief and the witness recognised his type, but he has visible means of subsistence, as he had 30 cents on him.

After further consideration of alternative charges, defendant was discharged.

Youth In A Lane.

The next case was against a youth who was charged with being a rogue and vagabond.

A Chinese detective stated that when he flashed his torch into the lane between the Astor House Hotel and the Ho Hong Bank, the defendant ran away but was caught before he had gone very far.

Defendant was sentenced to three months' hard labour.

An Old Coolie.

In the third case before Major C. Willson, an elderly coolie was charged with having three pieces of wire and a screw driver for a felonious purpose and further with unlawful possession of a roll of floor matting.

The evidence was that defendant was found in the lane behind the King Edward Hotel in the early morning by a Chinese detective who was cordially greeted and asked to buy the rug for \$1.20. The detective revealed his identity near the Central Police Station when defendant offered to carry the article to Hollywood Road. A search of the defendant in the charge room brought to light the screw driver and the wire.

Defendant said the wire was for mending shoes and the rug was picked up in Pottinger Street. The police officer thought the tools were for picking locks. Defendant was sentenced to six weeks' hard labour on the two charges.

\$1,000 CLAIM.

THE KOWLOON TONG FRACAS.

CASE FURTHER ADJOURNED.

The case in which six coolies, employed at Kowloon Tong are jointly claiming \$1,000 from Mr. A. E. Murphy, of the Kowloon Tong Development Company, for alleged wrongful arrest, was continued before Mr. Justice Wood at the Summary Court yesterday.

The case arose from an incident at Kowloon Tong on July 27th when an Indian guard suspected a coolie of stealing some cement bags and arrested him. The coolies co-workers remonstrated and a disturbance occurred. Mr. Murphy reported the matter to the Kowloon City Police Station, and the coolies were arrested.

Mr. D. McCallum appeared for the plaintiffs and Mr. R. A. Wadson represented Mr. Murphy.

Mr. Murphy Advised.

When the case was continued, yesterday Mr. Ramsay, Superintendent of Construction for the Kowloon Tong Development Company, was called by the defence.

Witness said that he was in the Company's office on the evening of July 27th, and went out on hearing noises. He saw Mr. Murphy, two Indian guards and some of the men had been arrested by one of the Indian guards for stealing cement bags, and the other Chinese had threatened the guards and himself. Witness told Mr. Murphy to take the Company's car and fetch the police. Mr. Murphy returned in about 15 minutes, accompanied by some Chinese detectives. The Chinese were handcuffed and taken away.

A Previous Robbery.

When Mr. Wadson asked witness whether or not it was true that the contractor's matchbox had been broken into on the previous night, Mr. McCallum objected and submitted that it was wholly irrelevant. His Lordship overruled the objection.

Witness replying to Mr. Wadson said that a number of cement bags had been stolen from the contractor's matchbox on the previous night.

No Revolver.

Mr. Wadson: It has been alleged that when defendant arrived that he had a revolver in his possession.—I did not see it.

Witness further stated that he did not hear Mr. Murphy use the expression, "Lock them up." He did not hear him give any orders to the detectives to arrest the Chinese.

Replying to Mr. McCallum witness said that the Indian guards did not leave with the detectives. Witness also emphasised that it was certainly his intention to have the men arrested. He looked upon it as a police case.

Mr. McCallum: You made "not the slightest endeavour to find out whether these men had committed a felony?"—No.

His Lordship pointed out to witness that when he had enquired of him what course to take, that witness had replied "Take them to Court."

A Pack of Hooligans.

Mrs. Murphy, the wife of the defendant, said that she was in the house on the evening of the disturbance. She was called out by her small boy and then saw an Indian guard and the arrested Chinese. She told them to wait until her husband came home. A few minutes later other Chinese came up, and began shouting and swearing like "a pack of hooligans." The Indian guard held them at bay with his rifle, and on blowing his whistle another guard came to his assistance. When her husband came, one of the men ran up to him and was going to strike him, when the Indians pointed their rifles at the man.

"No Such Thing."

Mr. Wadson: One witness said that your husband went into the house, and returned with a revolver.—Certainly not, there is no such thing in the house.

Another witness said that your husband told you to get him the revolver.—No. Supposing your husband had not turned up, what do you think would have happened?—There would have been a fight.

The Indian guard gave evidence of arresting the coolie who had some cement sacks in his possession. He said that the coolie refused to stop and was only arrested after a chase. Witness described the later events, in the main corroborating the evidence previously given for the defence.

A Mrs. Gomes was also to have been called for the defence but she intimated that she could speak very little English, and Mr. Wadson agreed to dispense with her.

The case was adjourned until this morning.

WIRELESS LICENCES.

PRESENT ARRANGEMENTS CONTINUE TO END OF YEAR.

With reference to the Regulation published in the *Gazette* of September 10th, concerning the issue of receiving station licences under the Wireless Telegraphy Ordinance, 1923, it has been decided that the present arrangements will be allowed to continue until December 31st, and that receiving station licences will not be issued upon until January 1st, 1927.

Applications for the grant of receiving station licences may be made to the Postmaster-General on or after November 1st, and any licences issued between November 1st and December 31st will take effect as from January 1st, 1927.

OBITUARY.

MR. WILLIAM HARDWICK.

AN OLD TAIKOO EMPLOYEE.

It is with much regret that we have to record the death of Mr. William Hardwick, of the Taikoo Sugar Refinery, which took place at the Government Civil Hospital yesterday morning at the age of 85 years. He had resided in the Colony for more than 40 years.

The late Mr. Hardwick first came to Hongkong in 1885 with the Royal Army Medical Corps, which he left when quite a young man to take up the position of wardmaster at the Government Civil Hospital. In February, 1891, he joined the Taikoo Sugar Refinery, and he served the Company in various capacities up to the time of his death. He was taken ill with an affection of the heart about three weeks ago and was admitted to the Government Civil Hospital on August 28th.

Mr. Hardwick, who was a native of Hants, Leeds, was a keen follower of all forms of sport, although latterly not taking an active part therein, and for years he looked after the recreation grounds and bowling greens of the Taikoo Club.

Mr. Hardwick is survived by a wife and three children, for whom much sympathy will be felt. The family comprises two boys, at present in Hongkong, and a married daughter residing in Saigon. The passing of the deceased is all the sadder from the fact that he had hoped to retire in February next, and settle down in the Colony, where he had spent so many years.

The Funeral.

The funeral took place last evening at Happy Valley, the interment being in the Roman Catholic Cemetery. The Rev. Father Page, assisted by a surpliced choir, officiated.

The coffin was borne to the grave from the Cemetery gates by four of deceased's comrades: Messrs. T. Grimshaw, J. C. H. L. Smith, H. Wilson and H. Dinnin.

A cross and wreath were lowered into the grave with the coffin, these being from deceased's wife; and from his two little sons, Douglas and Baby Rony.

The chief mourners were Mr. and Mrs. Johnson (brother-in-law and sister), Mrs. J. J. Blake (sister-in-law), and Mrs. A. J. Stock.

Among others present were Mr. D. Templeton (Manager of the Sugar Refinery, Taikoo), Mr. H. C. Resker (Assistant Manager), Dr. M. V. Obrembski (Chief Chemist, Sugar Refinery, Taikoo), Mr. K. E. Greig (Dockyard Manager, Taikoo), and Mr. E. Edwards (senior assistant engineer, Sugar Refinery, Taikoo).

The staffs of both the Taikoo Sugar Refinery and the Taikoo Dockyard and Engineering Company were largely represented, and among other present were Messrs. S. Boulton, J. Mitchell, W. Weir, M. Wallace, R. Dunley and J. McIntyre.

Floral Tributes.

Wreaths were sent by the following:—

Mr. and Mrs. D. Templeton, Mr. and Mrs. T. Grimshaw, Mr. and Mrs. Wm. Ironside, Mr. and Mrs. A. R. H. Phillips, Mr. and Mrs. Barclay, Mr. and Mrs. James Stewart, Mr. and Mrs. A. Craig, Mr. W. D. Bell and family, Mr. and Mrs. C. F. Bird, Mr. and Mrs. Boulton and family, Mr. and Mrs. Smith, Mr. and Mrs. W. Kerr, Mr. and Mrs. C. W. Mackenzie, Mr. and Mrs. J. S. Smith, Mr. and Mrs. S. Amery, Mr. and Mrs. Arch Fraser, Mr. and Mrs. T. J. Thirlwell and family, Mr. and Mrs. W. O. Warnock, Mr. and Mrs. H. Stainfield, Mr. and Mrs. J. Whyte and Jenny, Mr. and Mrs. Wallace, Mr. and Mrs. J. Simpson and family, Mr. and Mrs. D. Austin, Mr. and Mrs. J. G. Mair, Mr. and Mrs. John Ferguson and family, Mr. and Mrs. Muirhead and family, Mr. and Mrs. J. Mitchell, Mr. and Mrs. C. C. Nelson, Mr. and Mrs. Dransfield and family, Mr. and Mrs. G. Morrison, Dr. and Mrs. N. Drummond, Mr. and Mrs. R. A. Ferguson, Mr. and Mrs. James Sloan and family, Mr. and Mrs. Peoples, Mr. and Mrs. R. H. Morton, Mr. and Mrs. J. Ward.

Mrs. R. Carroll, Mrs. A. J. Stock, Messrs. K. C. Greig, J. H. Simmons, F. Edwards, H. Dingley, F. Clark, J. Richmond, E. Howell, S. Hamer, F. P. Lanfesty, A. McPhedran, W. J. Johnston, Brown, M. V. Obrembski.

Harry Florrie and Benny, Agnes, Gertrude, Kathleen and Bertie, Willie and Mimi, Mary, Dolly and Albert, Gladys, Arthur and Ivor, May and Alice, Eliza and John, Gladys and Ivor, Cheong Nin, Taikoo Club, The Taikoo Sugar Refinery Co., Ltd., David Boag & Co., Ltd., Messrs. Carroll Bros.

SIR LEICESTER BEAUFORT.

The death was announced at Cape Town on August 13th of Sir Leicester Beaufort, formerly Governor and Commander-in-Chief of the Colony of Labuan, and of the State of North Borneo, and to whom the town of Beaufort owes its name.

Sir Leicester Paul Beaufort was born in 1853. He was educated at Westminster and Oxford, and was afterwards called to the Bar and became a member of the London School Board. In 1889 he was appointed Government Secretary and Judicial Commissioner, North Borneo. He was Governor and Commander-in-Chief of Labuan and North Borneo from 1895 to 1900. A year later, in 1901, he became Chief Justice, North-Eastern Rhodesia, and after the amalgamation of North-Eastern and North-Western Rhodesia in 1911, Judge of the High Court of Northern Rhodesia. On several occasions he was Acting Administrator. He retired in 1918, and lived at Wynberg, Cape Colony. He was knighted in 1919.

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FINDLATER'S

"SPECIAL" SCOTCH WHISKY

\$38.00 per case

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Including duty and delivery.

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"CHINESE PORCELAIN OF THE MING DYNASTY—15 PICTORIAL CARDS PRINTED IN COLOURS." ... \$1.75

"CHINESE PORCELAIN OF THE CHING DYNASTY—15 PICTORIAL CARDS PRINTED IN COLOURS." ... \$1.75

"PEARS' CYCLOPAEDIA." ... \$1.75

"THE PSYCHOLOGY OF HANDWRITING." By Herbert Sandak ... \$3.75

"ART THROUGH THE AGES." By H. Gardner ... \$10.00

"J. C. SQUIRE'S POEMS." ... \$5.95

"THE CURRENCY OF CHINA." By E. Kuan ... \$12.50

"SILVER." By Benjamin White ... \$2.00

"THE PRACTICE & SCIENCE OF DRAWING." By Harold Speed ... \$7.25

"HIGHWAYS & BYWAYS IN LEICESTERSHIRE." By J. B. Firth ... \$4.20

"THE PRINCIPLES & PRACTICE OF COMMERCIAL CORRESPONDENCE." By J. Stephenson, M.A. ... \$5.25

"HOME & SCHOOL." By A. H. Radice ... \$3.50

"SILVER." By Benjamin White ... \$2.00

KELLY & WALSH, LIMITED.
The Bookshop, CHATELAIN ROAD.

NEW ADVERTISEMENTS.

HONGKONG CLUB.

NOTICE.

THE SIXTH YEARLY DRAWING OF THE TWENTY DEBENTURES of the HONGKONG CLUB (1926 Issue - \$500 Each) was held in the Club House on TUESDAY, the 14th SEPTEMBER, 1926, when the following Debentures were Drawn for Redemption:-

8	345	435	683
49	364	474	688
65	380	524	703
225	334	581	743
300	435	671	753

and will be Payable at the Hong Kong and Shanghai Banking Corporation on THURSDAY, the 30th SEPTEMBER, 1926, in Exchange for Surrender of Same.

By Order,
T. A. ROBERTS, N. Li, Lt.-Col.,
Secy.

THE KOWLOON FOOTBALL CLUB.

THE ANNUAL GENERAL MEETING OF MEMBERS will take place on FRIDAY, 14th INST., at the Club's Pavilion, Commencing at 5.45 p.m.

F. WHEELER,
Acting Hon. Secretary.

NOTICE OF REMOVAL.

WE HAVE THIS DAY MOVED OUR OFFICES to the HONGKONG and SHANGHAI BANK BUILDING, 4TH FLOOR, TELEPHONE No. C. 243.

RODSON & CO.,
Stock and Share Brokers.
18th September, 1926. [3945]

NOTICE.

IN THE ESTATE OF JAMES OYBIL DALMAHOY ALLAN, DECEASED.

ALL Persons having Claims against the Estate of the above named Deceased are Requested to Send Particulars to the Under-signed forthwith.

Dated the 14th day of September, 1926.
DEACONS,
Solicitors for the Executors,
1, Des Voeux Road Central.
[3951]

CHINESE CUSTOMS NOTIFICATION.

ON and After 1st NOVEMBER, 1926, for a Period of Two Months, A SURTAX for FAVINE RELIEF of One Tenth on all Collections of Revenue (including Lika and Chingies) made by Maritime and Native Customs—except Tonnage Dues—will be Levied.

Shipments to China made Prior to 1st NOVEMBER, 1926, will be Exempt from this Surtax.

N. R. M. SHAW,
Acting Commissioner of Customs ad interim,
For Kowloon and District,
B/O, Inspector General of Chinese Customs,
York Building,
Hongkong 15th September, 1926. [3950]

NOTICE.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE THIRTIETH ORDINARY ANNUAL MEETING of the Shareholders in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on SATURDAY, 25th SEPTEMBER, 1926, at Noon, for the purpose of presenting the Report of the Directors and the Statement of Account to the 18th of the Company will be CLOSED from the 18th to the 24th SEPTEMBER, 1926, both days inclusive.

By Order,
M. MANUK,
Secretary.
Hongkong, September 9th, 1926. [3940]

HONGKONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for the FOURTH EXTRA RACE MEETING to be held on SATURDAY, 9th OCTOBER, 1926 (Weather Permitting), may be obtained at the Race Course, CAUSEWAY BAY STABLES and HONGKONG CLUB AVENUE.

ENTRIES WILL CLOSE at 12 O'CLOCK NOON on SATURDAY, 25th SEPTEMBER, 1926. [3906]

HONGKONG JOCKEY CLUB.

FOURTH EXTRA RACE MEETING TO BE HELD ON 9th OCTOBER, 1926.

ALTERATION IN PROGRAMME.

RACE No. 2. POLO PONY SCURRY. —DISTANCE: THREE FURLONGS. Hongkong, September 13th, 1926. [3953]

HAZLEWOOD ICE CREAM DAINTIES.

Entered by the Shanghai Health Dept.
JUST RECEIVED BY SHIP AND NOW IN COLD STORAGE.

FRESH STRAWBERRY SUNDAY CUPS. Composed of Vanilla Icecream of fresh, luscious, ripe Strawberries, crushed and sweetened. \$4.50 dozen CUPS. \$2.40 for 6.

DIXIE TASTIES: A combination of Sherbet and Icecream. \$2.30 per dozen. \$1.20 for 6.

ESQUIMO PIES: Beyond description. \$2.30 per dozen. \$1.20 for 6.

NEOPOLITAN QUART BLOKS: Layers of Chocolate, Vanilla, and Strawberry. \$1.00 per quart.

These famous Confections are Sold by practically every Reputable House of Entertainment and Refreshment in Shanghai, Manila, Seattle, etc. Ask your friends about them!

This small add. cannot express the excellence of these Products; only a trial will do that, but a larger add. would increase the price to you; it could not improve the quality!

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THE VERY FINEST OLD SCOTCH WHISKY

As supplied to the Houses of Lords and Commons.

SOLE AGENT:-

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[50]

BIRTH.

CARLE—On September 10th, at the Victoria Nursing Home, Shanghai, to Mr. and Mrs. J. W. CARLE, a son (RICHARD).

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 15TH, 1926.

MR. EUGENE CHEN'S QUANDARY.

THE protest by the French Consul against the illegal occupation of the property of the Banque de l'Indo-Chine in Canton raises a difficult question for Mr. Eugene Chen to answer. The pickets illegally ejected the tenants of the property over fourteen months ago, since when the Bank has received no rent. It will scarcely meet the case for the pickets to shift their headquarters although perhaps the Bank will think that is something gained. It would be farcical to talk about instituting legal proceedings against the pickets. In a well-ordered city where unruly elements seized and held the property belonging to others, in defiance of the law, the case would, of course, be one for the intervention by the Police. They would clear out the intruders by force. But the Police in Canton have done nothing; the presumption is that they are powerless. Now a formal protest has been lodged with the Government, the Government must either set matters right or, in its turn, confess to impotence. Mr. Eugene Chen is, therefore, on the horns of a dilemma. It is curious that when referring to the British Navy's action regarding the Steamboat Company's wharf, Mr. Chen, who is himself a lawyer, should have so carefully refrained from touching at all upon the legality or illegality of the pickets in seizing the wharf in the first place. He can scarcely avoid discussing this aspect of the matter in answering the

French Consul's letter. Surely he will not calmly ask the French Authorities to assure the Banque de l'Indo-Chine that "their properties are quite safe." The Bank very naturally wants its rent and all right thinking people sincerely hope that the French Authorities will support it in any effort necessary to obtain it.

Mr. Eugene Chen must realise that the situation created by the pickets in Canton is hopelessly untenable. It would clear the atmosphere, and add wonder, fully to the prestige and stability of his Government if he took his courage in both hands, and threw the whole weight of his influence on the side of law and order. He would be supported by everyone except by a few extremists and, as experience has proved, it would not be difficult to suppress them if at last some decisive Government action was taken.

THE HONGKONG BRANCH OF THE NAVY LEAGUE

ALTHOUGH some of us may doubt whether "the loss of life at Wansien was in a measure attributable to lack of sufficient river-gunboat patrols in all China inland waters, necessitating the use of unsuitable merchant vessels for active naval service," there is no resident of Hongkong, we think, who will not thoroughly endorse at any rate the policy of the Hongkong Branch of the Navy League in sending the telegram they have sent to their headquarters. The text of the cable is given elsewhere in to-day's paper.

Great Britain cannot effectively police China's inland waterways. Two or three dozen more gunboats would not be sufficient to prevent some independent General or a bandit chief from seizing a merchant vessel. The unfortunate occurrence at Wansien is attributable more perhaps to the absence of any firm Government control in the country than to lack of British gunboats. In the present state of affairs General YANG SEN, or any other military leader, for that matter, is a law unto himself. There is no one at this juncture who can call upon these bandit chiefs to answer for their crimes. As the cables have informed us General YANG SEN retreated inland as soon as the trouble came to a head and reprisals were threatened. Supposing he were caught and executed we doubt whether the example would be sufficient to deter the next bandit who gained temporary authority from committing similar offences.

The loss of lives at Wansien, therefore, can scarcely be laid at the door of our Naval policy in China. At the same time any cables from this end calculated to awaken the authorities at Home to a keener sense of the danger of the present situation serve a useful purpose. More should have been sent long since. Hongkong did its best at the commencement of the boycott but a certain amount of ridicule was poured upon it as a consequence. We were accused of thinking too much of our own selfish interests and if we remember rightly some of the Shanghai merchants, who thought their troubles were over, kindly asked us "not to rock the boat." The Government at Home have never thoroughly realised the danger which these disturbances in China invariably mean to British life and property. The more the British subjects living in China can do to make them realise it the better, and as help towards this end the cable of the Hongkong Branch of the Navy League is a move in the right direction.

The practice nets at the Hongkong Cricket Club will be opened from to-day.

Lieut. T. K. W. Atkinson has been appointed to H.M.S. "Petersfeld."

The annual meeting of the Kowloon Football Club has been fixed for Friday, September 24th, at the Club pavilion at 5.45 p.m.

Sir Eric Stuart-Taylor, Bart., M.D., and family, who are home from Hongkong on holiday, propose staying in England until after the New Year.

H.E. the Governor (Sir Cecil Clementi, K.C.M.G.) carried out a routine visit of inspection on the Government launch "Stanley," returning by the launch, yesterday afternoon.

Capt. Hollands of the C.P.R., has reported to the Police that he lost his pocket book, containing \$8 in money and a tram ticket, in May Road on Sunday night.

THE COLONIAL SERVICE.

On the second reading of the Appropriation Bill in the House of Commons just before the close of the Session, interesting suggestions were made for the improvement of the Colonial Services. Among them was that of Viscount SANBON for a complete interchange and a unified service between the Colonial Office and the Colonial Services in general. He held that the Colonies could not be carried on satisfactorily so long as we ran the risk of the Colonial Office "being dominated by people whose lives were circumscribed by a radius of fifteen miles from Charing Cross."

Further, he complained that the gulf which separated the Colonial Civil Services and the Colonial Office did not make for true liaison and understanding between them. We are not aware, comments the *China Express and Telegraph*, whether his Lordship had perused the observations made by the President of the Association of British Malaya at the recent annual meeting of that body, but his views certainly bear out the adage that great minds agree, and recent proposals with regard to administrative changes in Malaya show that the lack of liaison he complained of certainly does exist. Viscount SANBON also suggested bringing the Colonial Office in London itself into such close and direct contact with the Colonial Services as to give part of his service to actual work in a Colony, but went further by stating that he had laid it down as one of the conditions of entry into the Colonial Office in future that no candidate could be accepted who was not prepared to spend one or more periods of his official life in the service outside. It is to be hoped that the interest aroused by the debate will not lapse into the old groove, but that pressure will be brought to bear to effect other reforms that will tend towards better understanding between the Civil Services abroad and the Colonial Office at home. Without them repetition of such disturbing features as have hitherto marked the administration of Malaya and other colonies, due entirely to lack of appreciation of local difficulties and peculiarities, cannot be avoided.

Mr. E. Ralphs, Inspector of English Schools and Commissioner of St. John Ambulance Brigade, has been admitted to the Government Civil Hospital, suffering from malaria.

A Chinese "boy," in the employ of Mr. F. D. Tracey, of Thorpe Manor, May Road, was sentenced to six months' hard labour at the Central Magistracy yesterday for stealing \$70 from his master.

As a sequel to the "fracas at the Western Market recently, in which a Chinese was murdered, three Chinese were detained in the New Territory yesterday for inquiry, by officers of the C.I.D.

A Chinese police recruit, who was previously a hawker, left the Police Training School after serving for nine days. At the Central Magistracy yesterday, he was sentenced to three months' hard labour.

The Eastern Extension Telegraph Co. announce that telegraphic communication between Shanghai and Hankow has been restored. Telegrams to Hankow and beyond are, however, still accepted at sender's risk only.

Mr. R. C. Allen, of the Hongkong and Shanghai Banking Corporation, Peking, has been appointed to take charge of the Bank's Tientsin Agency. Mr. D. A. Johnston has been appointed to succeed Mr. Allen in Peking.

A report has been made to the Police by Mr. V. Simpson, of the British-American Tobacco Company, to the effect that some time during the week-end holidays he lost from an unlocked drawer in his desk the sum of \$100.

With regard to statements to the effect that the Duke and Duchess of York may visit other parts of the Empire, in addition to Australia and New Zealand, it is officially stated that it is impossible for their tour to be extended.

The Hongkong Jockey Club advertise that the fourth extra race meeting will take place on October 9th. A slight alteration has been made in the programme, the distance for race No. 3, Polo Pony Scurry, is three furlongs.

The engagement is announced of Capt. D. C. Logan, M.C., Officer Commanding Scottish Company, Hongkong Volunteer Defence Corps, eldest son of Mr. and Mrs. W. Logan, of Hongkong, to Miss Iris McConan Thornhill, younger daughter of Mr. and Mrs. A. M. Thornhill, of Hongkong.

The next Home mail (letters and papers, via Suez, dated London, August 19th, and parcels, August 12th) is due tomorrow by the P. & O. s.s. *Morea*, which is scheduled to arrive in port from Singapore about 6 a.m. There is also due to-morrow the s.s. *President* (Admiral Oriental Line) and the s.s. *President* (Dollar Steamship Line) with mails from U.S.A., Canada, Japan and Shanghai, respectively.

According to a telegram from *The Times* correspondent at Riga, Chang Tso Lin has proposed to the Soviet Government in Moscow the creation of an independent Foreign Office in Manchuria on the ground that Manchuria needs, in many cases, independent negotiations with Japan and the U.S.S.R. Japanese correspondents of the Soviet Press report that there is a tendency on the part of Japan to negotiate with the local Chinese Governments on political questions instead of Peking.

CIVIL SERVICE CRICKET CLUB.

REPORT FOR THE 1925-26 SEASON.

SOUND FINANCIAL POSITION SHOWN.

The annual general meeting of the Hongkong Civil Service Cricket Club is to be held at the Club Pavilion on Wednesday, September 22nd, at 5.30 p.m. and the business will be to pass the report and account for 1925-26, elect officers for 1926-27 season and to discuss any general business there may be brought before the meeting.

The report and statement of accounts for the season 1925-26 have been issued to members and the report we publish below.

In presenting their annual report for the season ending July 31st, 1926, the Committee state as follows:-

Finance.

During the financial period under review expenditure has been incurred in improving the pavilion, fittings and furniture, and the provision of a billiard table for the proposed Central Club, thus increasing the Club's assets. It is a matter of satisfaction that your Committee have been enabled to meet this special expenditure without withdrawing from the Club's Reserve.

The Accounts submitted show the Club to be in a sound financial position.

The thanks of the Club are due to Messrs. Williams and James for their services as auditors.

Membership.

The present total membership is 256. During the past year 13 members have resigned and 58 new members have joined. The retirement of our President, Sir Claude Severn, is a loss to the Club. His great interest in cricket and our Club was reflected by our teams winning both shields in the season 1924/1925.

Your Committee record with deep regret the deaths of Mr. J. H. Oxberry, Mr. J. Hutchison and Mr. W. Blakey.

General.

An opportunity occurred during the year for obtaining some rooms at the Beaconsfield Arcade for the purpose of adding to the social amenities of the Club and your Committee after careful consideration decided that it was too good an opportunity to miss. An Extraordinary General Meeting was held on 1st June, which unanimously approved of the scheme and it is hoped to be able to open the rooms about the end of this year.

Mr. Justice Wood has been elected President. He is well known to most of the members and has taken a great interest in the Club for many years. The Committee felt itself fortunate in being able to procure such a worthy successor to fill the place vacated by the retirement of Sir Claude Severn.

Cricket.

1st Eleven, 9 league matches, 11 friendly matches and 2 inter-club matches were played. We finished third in the Hongkong Cricket League. Of the League Matches 3 were won, 5 drawn, and 1 ended in a tie; for the second year in succession we went through our league programme without a defeat. Most of the drawn matches ended greatly in our favour; with a few more minutes to play coupled perhaps with a little more enterprise in the batting we should have been almost as successful as last season. We won 6 and lost 6 of the friendly matches. It was difficult however to get a representative 1st Eleven side together for many of these matches. The inter-club matches were greatly enjoyed and should form an attractive feature of the Cricket in future season. We had good wickets to play on but the out field was poor. As in previous years the bowling was our chief source of strength; with such an array as Evans, Reed, Sayer, Ling, Baker and Hamilton we could generally reckon on dismissing our opponents for at most a reasonable score. Edmonds came into the side occasionally and was most useful; he accomplished the hat-trick against the R.A. The batting was not so consistently good and there was evident need of practice. Fincher and Sayer carried off all the batting honours and the former must be congratulated on finishing the season at the head of the League averages for the whole Colony, with the remarkable average of over 100. The fielding on the whole was good. The personnel of the team was practically the same as has done duty for the few seasons; unfortunately very few of the new comers appear to have been bitten by the cricket bacillus and the Club will have to rely on the old players again for the forthcoming season.

Second Eleven.—From a match-winning point of view the season 1925-1926 was not a very successful one, our record of 2 Wins, 9 Losses and 1 draw not making very good reading.

The season however was a very pleasant one and the team showed great keenness in all matches.

On one occasion only did we have to play a man short which speaks well for the way the members of the eleven supported the Club.

Attendance at practice was our chief trouble and if we expect to do better next season the members must definitely set aside at least two evenings a week for net practice.

(Continued on next Column.)

THE SAI KUNG PIRACY.

FIVE MEN CAPTURED ON GRASS ISLAND.

ONE MAN WOUNDED.

The five men, who were concerned in the attack on the Sai Kung ferry launch on Sunday afternoon, are now in custody. One of the men is in hospital, suffering from a bullet wound in the shoulder.

Three of them were captured in the early hours of yesterday morning on Grass Island, some twenty miles away from High Island where the robbers were seen to land after the attack. Since the incident the police were on their track, and their vigilance has been rewarded. The fourth man was captured yesterday afternoon and the fifth in the evening. Moreover, the police are sanguine that they will recover the stolen Winchester rifles.

The robbers must have tramped across some twenty miles of rough country to reach Grass Island, presumably completing the last stage by boat. Grass Island has only a handful of inhabitants.

One of the Indian guards, who was stated to be in a critical condition on Monday, was slightly better yesterday. The prisoners will be paraded for identification to-day.

Tennis.

It is regretted that the Tennis Competitions have not been finished this season but all will realise that this was utterly impossible owing to the flood.

It seems hardly believable, but only one team was entered in the league, and that in the "B" division, and we didn't even win that.

A club with such a large membership and such an array of talent as we have at our command should, I think, be able to do very much better. Is the lack of support in this department of sport due to lack of interest?

It has been mentioned that the very poor entries for the various competitions is due to the fact that a good percentage of those who use the courts do not enter the Club premises where there is a notice board on which is prominently displayed the entry forms.

Lawn Bowls.

The Selection Committee desire to thank all lawn bowls players for their co-operation in carrying out our fixtures for the season.

For no apparent reason our green failed to come on until late in the season, and when it was decided to commence playing on the green, the disastrous flooding of the whole of our playing field compelled us to play our remaining home fixtures on foreign soil. Not a single fixture has been played on the green this season.

A team was entered in each division of the league, the object being to encourage new members to the game, and to give all an opportunity of playing instead of looking on. The first team have played 10, won 4, drawn 1, and lost 5. The second team are to be congratulated on finishing fourth in the table having played 14, won 7, drawn 1, and lost 6.

Owing to the state of the green it has not been possible to complete the competitions in time for the annual report.

The Selection Committee beg to submit that the season on the whole has been a successful one, and our future prospects are bright.

Great credit is due to Mr. Rose for the work he has put in on the green, more particularly after the floods of July.

The thanks of the Club are due to Mr. B. E. Maughan for presenting a prize in the N.P.W. competition.

The Accounts.

The statement of accounts for the period September 1st, 1925, to July 31st, 1926, show that general expenses amounted to \$4,407, of which wages absorbed \$744; upkeep of ground \$210; upkeep of buildings \$338; entertainment \$1,213 and lighting and water \$633. Tennis prizes amounted to \$146, but entrance fees covered \$132 of this amount. Bowls prizes (1925) came to \$165, but entrance fees amounted to \$82. Incidental expenses, excluding bar, amounted to \$402. There is a balance shown of \$1,488.

On the income side subscriptions amounted to \$2,749, which with outstanding subscriptions was brought up to \$3,108. Entrance fees amounted to \$410. Sales from the bar amounted to \$10,333, which with outstanding sales and stock in hand on July 31st, 1926, brings the figure up to \$19,048. Less stock on hand on August 31st, 1926, amounts due to the same period, purchases (\$13,297), expenses, wages and incidentals, which brings the figure to \$13,834, there remains \$2,164 on the bar account.

Liabilities show a total of \$14,940, with a balance of \$13,370. Assets show Pavilion \$1,225; Furniture and Fittings \$1,131; Ground and Games Gear \$763; Stock on hand \$1,466; Sundry debtors \$1,540; Fixed deposit \$8,070; Balance at Bank Current Account \$742.

The report also contains an interesting schedule showing the batting and bowling averages of the 1st and 2nd elevens for the 1925-26 season.

Cricket Season.

The cricket season is commencing shortly and new members who are desirous of playing for the Club are asked to forward their names to the Hon. Secretary (Mr. R. S. Verette), Cricket Representative, or to sign the list in the Club Pavilion.

It is hoped that every member who plays cricket will play for the Club and repeat the success of the season 1924-25.

THE STRUGGLE ON THE
YANGTZE.

SITUATION UNCHANGED.

THE POWERS CONFERRING.

[THROUGH REUTER'S AGENCY.]

HANKOW, September 13th.
The week-end passed quietly, with the situation absolutely unchanged.

In view of Wuchang's determined stand it is believed that the defenders are in communication with Wu Pei Fu and are hoping for relief from the North very soon.

A foreigner arriving from Hoonan this morning reports that Wu Pei Fu is at present at Sinyangchow, while Southerners have reached Kwangshui, near the Hoonan border.

Rumours are rife about Sun Chuan Fang's movements, but no authentic reports are available. It is stated that his troops are rapidly moving here from Kiangsi.

Japan Neutral.

Tokyo, September 14th.
It is learned from an authoritative source that Baron Shidehara, speaking separately to the American Ambassador and the Chinese Minister yesterday regarding the Chinese situation, declared emphatically that Japan intends to remain strictly neutral, though she will take proper steps to protect Japanese lives and interests if jeopardised.

U.S. Destroyer Returns Fire.

SHANGHAI, September 14th.
A message from Hankow says it transpires that the American destroyer Stewart, when fired on by Southern troops from Hanyang on the 10th instant, returned the fire, silencing the hostile guns.

Indiscriminate firing on foreign steamers has now ceased round Hankow.

[BRITISH WIRELESS SERVICE.]

The Detained Steamers.

Rome, September 13th.
Telegrams received to-day from Hankow report that firing by parties of troops at foreign vessels on the Yangtze has considerably diminished.

Fighting between the rival Chinese armies continues in the neighbourhood, but Wuchang, situated on the opposite bank of the river to Hankow, is still holding out against the Cantonese forces of General Chiang Kai Shek, whose communications to the south are now rumoured to be threatened by troops of Marshal Sun Chuan Fang.

Meanwhile, there seems a possibility that the dispute over the two British-owned steamers forcibly detained at Wansien by General Yang Sen will be resolved by negotiation.

General Yang Sen now declares himself willing to hand over the steamers, through General Liu Tao Lung at Ichang, and is sending a commission to that port to negotiate.

Rear Admiral Cameron is now proceeding up-river from Hankow to Ichang for this purpose.

[REUTER'S AMERICAN SERVICE.]

The Powers Conferring.

WASHINGTON, September 13th.
The United States Ambassador to Japan to-day interviewed Baron Shidehara, the Japanese Foreign Minister. It is assumed here that they merely discussed informally the latest aspects of the Chinese problem in order to place both Governments in a better position to co-operate in their treatment of the situation.

There is no indication in Washington that the disturbances in China have resulted in any change of policy. The Powers are acting collectively in dealing with the Chinese internal dissension and are freely exchanging information and conferring with regard to the steps to be taken.

[THROUGH REUTER'S AGENCY.]

The Immediate Problem.

LONDON, September 13th.
The Daily Telegraph, in an editorial on China, says the immediate problem is the safeguarding, with all the energy that the situation demands, of the lives and most elementary rights of Europeans. The solution thereof lies in extending full powers and strong support to our own and other naval authorities in contact with the trouble.

LOSS OF LIFE ON
YANGTZE.A MESSAGE TO THE NAVY
LEAGUE.SYMPATHY AND A PROTEST FROM
HONGKONG BRANCH.

Mr. L. M. Whyte, the hon. secretary of the Hongkong Branch of the Navy League, has forwarded to us the following copy of a cable which has been sent by the local branch to the Head Office of the Navy League in London:

"The Committee of the Navy League, Hongkong, deplores the recent incident at Wansien and desire to express deepest sympathy relatives those killed. The Committee consider this useless and regrettable waste of life is directly due to lack of appreciation at Home of the intensely critical situation developing in China which, unless dealt with promptly and firmly, may result in consequences unparalleled in the World's History. The Committee are strongly of opinion that loss of life at Wansien was in a measure attributable to lack of sufficient River Gunboat Patrols in all China inland waters necessitating the use of unsuitable merchant vessels for active Naval Service. Your assistance in bringing the present position and disturbing outlook to the notice of the proper Authorities is earnestly requested."

THE RECENT SPANISH
REVOLT.SENTENCES BY THE COURT-
MARTIAL.

[THROUGH REUTER'S AGENCY.]

MADRID, September 14th.
The Court-Martial, composed of Generals Officers sitting at Segovia, sentenced to death the Colonel Commanding the Army Artillery School in connection with the recent unsuccessful revolt, but His Majesty, in accordance with a Government suggestion, has commuted this to solitary confinement for life.

Thirty officers of the school were sentenced to temporary solitary confinement.

[THROUGH REUTER'S AGENCY.]

THE IRISH CINEMA DISASTER.
MANSLAUGHTER CHARGES.

BAIL OF £100.

LONDON, September 13th.
At the inquest at Drumcollogher on the victims in the cinema disaster at a verdict of death by asphyxiation and burning, caused by a lighted candle falling on exposed films was returned.

The jury found the operator guilty of negligence in leaving the films exposed and that there was also carelessness on the part of the promoter in leaving a lighted candle on the table.

After the inquest Civil Guards detained the promoter, Forde, and the operator, Downing.

Both Forde and Downing have been remanded in custody on a charge of manslaughter.

LATER.

THE ASSAILANT OF MUSSOLINI.
HIS REAL IDENTITY DISCLOSED.

NEW LAW.

ROME, September 13th.
The police have discovered that Signor Mussolini's assailant gave false particulars of his identity. His real name is Gino Lucetti and he is 28 years of age. He was born in the Commune of Carrara in Tuscany.

Police Changes in Rome.

LATER.
As a result of the attempt on Mussolini the police authorities in Rome have been completely changed, even the Director of Police being superseded. It is understood that he was informed long ago that some such attempt was being planned. The police have arrested many Socialists and Communists known to be friends of Lucetti, including an anarchist named Enrico Malatesta with a view to discovering whether he had relations with the prisoner.

Capital Punishment.

It is understood that at the instance of Fascist Deputies an early and extraordinary convocation of the Chamber is likely for the adoption of legislation for reintroducing capital punishment for attempts against the life of the Head of the State and the Head of the Government, and against the existing political regime and for similar crimes. Lucetti is an educated man, but his body is conspicuously tattooed, including the huge inscription on his chest "viva la morte."

[THROUGH HAVAS AGENCY.]

GENEVA, September 13th.
On the articles in the Italian papers and the remarks of Mussolini reproaching France with excessive tolerance as to anti-Fascists, M. Briand has had an interview with the Italian delegate, Signor Grandi, to whom he observed that such an attitude was highly regrettable, because of the risk of compromising the friendship of the two nations.

[THROUGH REUTER'S AGENCY.]

THE TURCO-FRENCH DISPUTE.
LIEUT. DESMONS RELEASED.

CONSTANTINOPLE, September 13th.
Lieut. Desmons has been released.

LATER.

The Court has ordered bail of 6,000 Turkish pounds for the release of Lieut. Desmons.

[THROUGH HAVAS AGENCY.]

CONSTANTINOPLE, September 14th.
The French lieutenant, Desmons, of the steamer Lotus, has been released on giving bail.

The Turks at Constantinople arrested Lieut. Desmons following a collision in mid-August off Mytilene Island between the Lotus and a Turkish cargo boat while Desmons was officer of the watch. The crew declared that the collision occurred outside Turkish territorial waters, and the French Government sent a Note to Turkey on August 28th, to which Turkey replied on September 4th offering to submit the dispute to the Hague Court.

[THROUGH REUTER'S AGENCY.]

CHINA'S TRADE MARKS.
BRITISH RECOGNITION.

LONDON, September 13th.
The Government has informed the Federation of British Industries that it has decided to recognise the Chinese Trademark Law, promulgated in May, 1923, and has also taken steps to issue a King's Regulation providing for the enforcement of the law in British Courts in China.

The Federation advises firms who have not already registered their marks to do so without delay, but points out that the recognition does not preclude a continuance of the effort to improve the law and that the Federation will give further attention to the matter after the issue of King's Regulation.

BRITISH COAL DISPUTE.

STILL AT VARIANCE.

[THROUGH REUTER'S AGENCY.]

LONDON, September 13th.
All the District Associations, with the exception of Warwickshire, decided at the coal-owners' meeting to inform Mr. Winston Churchill that they could not agree to national negotiations or empower the Mining Association to act for them as a negotiating body.

Letter to the Chancellor.

In a letter to Mr. Churchill, on behalf of the Mining Association, Mr. Evan Williams announces that with the exception of Warwickshire, the District Associations have clearly and emphatically declined to enter into agreements on their behalf regarding the terms of employment and therefore no useful purpose could be served by meeting Mr. Churchill as proposed in his letter of September 8th. Mr. Evan Williams reiterates that the district owners are anxious to negotiate with the district miners without ceremony and that none of the Associations objects, firstly, to the principle of wage regulation by reference to ascertained results; secondly, to a minimum percentage below which wages cannot fall; or thirdly, to subsistence wages.

[BRITISH WIRELESS SERVICE.]

Owners and the Stoppage.

RUGBY, September 13th.
The Central Committee of the Coal-owners' Association met this afternoon to receive the decisions of the districts regarding Mr. Churchill's proposal for negotiations with the miners on a national basis. The Committee afterwards dispatched a letter to Mr. Churchill stating that, with the exception of one small inland district, the District Associations have clearly and emphatically declined to give the Coal-owners' Association power or authority to enter into agreements on their behalf.

The Committee therefore intimates that a tri-party conference of the Government, Coal-owners and miners to discuss terms on a national basis, as proposed by Mr. Churchill, could serve no useful purpose. There would be no person entitled to speak or listen on behalf of the coal-owners.

The Committee says the District Coal-owners' Association has been and are willing to meet the Miners' Association in their districts, where a determination of the various points can alone be made in the light of the circumstances of the districts by those who know those circumstances and have to face the results. The Committee declares that a failure to recognise this fact is alone responsible for the prolongation of the stoppage.

"Menace to Community."

It adds: "The decisions of the districts, which reaffirm the declarations made to you by the Committee last Monday, arise from a deep and earnest conviction that settlements on a national basis, by linking the industry with politics, inevitably take the consideration of purely industrial politics, inevitably take the conditions out of their proper economic consideration of purely industrial questions in the industry, and as of peace and prosperity to those the experience of the immediate past had shown, are a menace to the community as a whole."

It is understood that the Cabinet Committee will meet to-morrow under the presidency of Mr. Churchill to consider the coal-owners' reply.

Mr. Baldwin will be back in London from Aix les Bains on Wednesday evening, and it is considered probable that before any further step is taken by the Government Mr. Churchill will await the Premier's arrival.

COBHAM'S FLIGHT.

NO NEWS FOR THREE DAYS.

RANGOON, September 13th.
There is still no news of Mr. Alan Cobham since he sent a message to Penang on September 10th stating that he was held up at Victoria Point on account of bad weather.

[Victoria Point is about 400 miles north of Penang, and is a well-known promontory of the Mergui Archipelago.]

DUTCH MINISTER TO U.S.A.

AMSTERDAM, September 13th.
The newspaper, Handelsblad learns that Dr. Van Royen, who is at present Minister to Rome, will be appointed to Washington. Dr. Van Royen is married to an American, formerly Miss Taylor Winthrop.

POLO TOURNAMENT.

VICTORY FOR THE HURRICANES.

PHILADELPHIA, September 13th.
In the final of the Sesqui-centennial Polo Tournament, the Hurricanes defeated Orange County by 11 chukkas to 8.

[REUTER'S AMERICAN SERVICE.]

MEXICAN BANDITS.

AMERICAN PARTY HELD UP.

MEXICO CITY, September 13th.
Federal soldiers are pursuing bandits who are holding as prisoner Mr. Jacob Rosenthal, a retired New York merchant, after holding up his car in which he was motoring with a party, including three other Americans, forty miles from Mexico City.

As the party was returning from the seaside resort of Guernavaca, the bandits levelled rifles and ordered the car to stop. They took all money and jewels, and seized Rosenthal and dragged him to neighbouring woods. A curious fact is that no ransom has been demanded, and the authorities are puzzled as to why Rosenthal was specially selected as a prisoner.

THE LEAGUE OF
NATIONS.

THE ALLOCATION OF SEATS.

THE LEAGUE'S BUDGET.

[THROUGH REUTER'S AGENCY.]

GENEVA, September 13th.
It has been decided that seats on the Council of the League will be allotted to Belgium, Sweden, Rumania, Poland, China, Chile, Cuba or Colombia, Uruguay, and possibly Finland. Belgium, Uruguay and Sweden will be re-elected for one year; Cuba and Colombia for two years; China and Poland for three years.

The original scheme for the election of non-permanent members of the Council has been modified so that in the event of the resignation of a member there will be a by-election, while re-eligibility will be decided separately by secret ballot. Any member may ask the Assembly direct and without discussion for re-eligibility. The elections to the nine non-permanent seats are to be held simultaneously. The Business Committee of the Assembly will decide the procedure, fixing the number of years for a country's tenure of office, whether three years, two years, or one year.

China's Arrests.

LONDON, September 13th.
In connection with China's claim to a seat on the League Council, the newspapers point out that China's contribution to the League, £187,000 is in arrears.

Soviet's Opinion of the League.

RIGA, September 13th.
Soviet newspapers are most dissatisfied with Germany's entry into the League of Nations. The Izvestia deplores her action "in joining the wasp's nest of international intrigues where rogues and diplomats are organising a campaign against the Soviet Government." It concludes with the hope, however, that Germany will remain friendly to Soviet Russia.

The League's Budget.

GENEVA, September 13th.
The budget of the League, including the Labour Office and the International Court of Justice, estimates that the expenditure in 1927 will be £4,015,000 Swiss francs, an increase of 1,700,000 francs over the current year.

HOME FOOTBALL.

LATEST LEAGUE RESULTS.

LONDON, September 13th.
DIVISION I.
Birmingham, 0; Wednesday, 0.
Leicester, 2; Tottenham, 2.
Sheffield U., 1; Derby County, 0.
The match between Huddersfield and Sunderland was not played.

DIVISION II.
Fulham, 1; Barnsley, 0.
Notts County, 3; Chelsea, 0.
Southampton, 2; Port Vale, 2.
Swansea, 1; Grimsby, 1.
Wolves, 1; Preston, N.E., 2.
The match between Reading and Hull City was postponed.

DIVISION III. (SOUTH).
Luton, 2; Northampton, 0.
Merthyr, 1; Millwall, 0.
Swindon, 2; Bournemouth, 0.
DIVISION I. (NORTH).
Barrow, 2; Rochdale, 3.
Chesterfield, 3; Southport, 1.
Nelson, 4; Ashington, 0.
Lincoln, 4; Accrington, 0.
Stoke, 3; Hartlepool, 1.

HOME CRICKET.

WOODFULL MAKES ANOTHER
CENTURY.

LONDON, September 13th.
The feature of the North of England XI v. Australia match at Blackpool, was the making of another century by Woodfull—his eighth of the tour.

There were only 8,000 people present, the weather being cold with half a gale blowing.

The Australians batted first and made 281, Woodfull carrying his bat right through the innings for 116. He was batting for 270 minutes and hit seven fours. It was a very sound display.

Parker was in form with the ball, taking five wickets for 78 runs. The North of England team had made 196 when rain fell and stumps were drawn.

LAWN TENNIS.

LACOSTE THE FAVOURITE.

FOREST HILLS, September 13th.
The United States lawn tennis championship has opened. Owing to Tilden's poor showing throughout the season, the experts consider that Lacoste, who appears with Tilden in the upper half of the draw, has an equal chance with the champion in reaching the finals. In the lower half of the draw, Vincent Richards and William Johnston are most favoured as semi-finalists. Borotra has been forced to scratch owing to business reasons.

Among to-day's results were the following:—Cochet beat Ingram, 6-3, 4-7, 6-2; Lacoste beat Garland, 6-2, 5-1, 6-0; and Tawara beat Shields, 6-4, 6-2, 7-5.

LATER.

Victors.

William Johnston, Manuel Alonso, Harada, Brugnon, Williams and Tilden also won their matches.

AFTER FIVE YEARS.

A NEW TRIAL ORDERED.

NEW YORK, September 13th.
The Superior Court at Boston has granted a motion for a new trial of Sacco and Vanzetti, the Italians who were convicted of killing a paymaster and bodyguard at South Braintree, Massachusetts, five years ago. The conviction has resulted in much agitation all over the world on the part of sympathisers with the convicted men.

POSSESSION OF ARSENIC.

SEQUEL TO YOUTH'S DEATH.

PART-OWNER OF MEDICINE
SHOP FINED.

Following investigations by the police into the sudden death of a young Chinese, who is believed to have died from arsenic poisoning, the boy's father and uncle, joint owners of a medicine shop at Shamshuipo, were charged, on remand, before Mr. J. H. B. Minnie, at the Kowloon Magistracy yesterday afternoon, with having in their possession a quantity of arsenic, without permission.

When previously before the Court, the defendants pleaded that arsenic was freely used by all Chinese chemists.

His Worship then reminded them that in a statement made to the police, when the boy's death was being investigated, they had denied that there was any arsenic on the premises.

When the hearing of the case was resumed yesterday Mr. B. McCallum appeared for the defence. He pleaded "not guilty" on behalf of one defendant, and "guilty" on behalf of the other.

He said that with regard to the defendant he had pleaded "not guilty" as this man was merely a sleeping partner in the business and did not take any active part in it.

The police accepted this plea, and this defendant was discharged.

With regard to the other defendant, Mr. McCallum argued that arsenic was very largely used by chemists and druggists and could be easily purchased.

It was pointed out that the defendant had no permit for having it.

Mr. McCallum said it was unfortunate that the boy died when the arsenic was on the premises.

Mr. E. R. Dovey, Government Analyst, gave detailed evidence as to analysing the arsenic sent to him. He stated that the solid substance, in rock form, sent to him, contained 99.2 per cent. of arsenic. It could be very easily obtained from Chinese druggists and chemists, but it was a very dangerous thing.

In answer to Mr. McCallum, witness said it was very common among Chinese chemists, and was used for various things.

Referring to the form in which the arsenic was, Mr. Dovey said it was frequently used in cases of poisoning.

After further evidence and argument, his Worship fined the defendant \$100.

SAFETY FIRST.

HANDBILLS TO BE DISTRIBUTED
AMONG DOCKYARD WORKERS.

Reference has already been made from time to time with regard to "safety first" schemes which have been introduced during the past few months by the Traffic Department. That these have had some effect with regard to the Chinese, for whom they were especially designed, is proved by the fact that during the last three months there has been only one fatal accident, caused by a man falling from a lorry, and very few other accidents. These accidents have practically all been of a minor nature.

The Traffic Department are now preparing to go a step further in their endeavour to provide for the safety of both pedestrians and motorists and toward the elimination of accidents so far as possible. This latest scheme is to have printed in Chinese a number of "safety first" handbills and to distribute them among the Chinese workers in the Royal Naval Dockyard and also at Taikeo Dockyard. These notices will especially warn the workers at the former yard that it is to their own advantage and safety to keep to the footpaths, on either side of Queen's Road, and avoid using the road as far as possible.

It is a daily occurrence when the time comes for Chinese either to leave or return to the Naval Yard to see large numbers of them straggling over the road. This is obviously not fair to motorists, who would probably be blamed if an accident took place. True, the pedestrian has the right of way, but when there is a footpath available he should certainly make use of it.

Parking of Cars.

A new system for the parking of cars has been adopted in Pedder Street. Round white tiles have been let into strips of tar macadam so that the positions to be taken up by parked cars will always be plainly indicated and will do away with the necessity of repairing white lines. There seems no reason why a similar system should not be adopted say at the parking site at the City Hall.

"BRANDA" DEMONSTRATION.

A BOILER SCOURING AND
CLEANING APPARATUS.OF INTEREST TO MARINE ENGI-
NEERING CIRCLES.

A demonstration which should prove of very great interest to local marine engineering circles will be given this afternoon at the premises of the Hongkong and Whampoa Dock Company, Ltd., Kowloon, at 4 p.m.

This is a demonstration of the Branda Boiler Scouring and Cleaning Apparatus, which equipment is claimed to revolutionise the process of scouring and removing tartar, thereby greatly economising in the consumption of coal. An apparatus of great efficiency for chipping work will also be demonstrated, and this, it is stated, is invaluable for the work of cleaning big surfaces of plates. The systems have been fully tested and adopted by several important shipping companies in Europe, among which is the Compagnie des Messageries Maritimes, who have the boilers in their ships periodically put in order by this process.

The importance of the cleanliness of the interior of boilers is long since recognised, but hitherto, the process has involved tedious labour by hand. Explanatory reading matter has been issued by the local patentees and fully explains the advantages and working of the new system. Those who are interested should apply for these full details from the Hongkong and South China Mechanical Boiler Chipping and Cleaning Company, of 12, Pedder Street, or to the Europe Asia Trading Company, Pedder Buildings, who have taken up the patent rights for Hongkong and the whole of South China, including Macao.

Launches will leave Blake Pier at three o'clock this afternoon for Kowloon Docks, returning immediately at the conclusion of the demonstrations.

THE "WING SHING."

PICNIC PIRACY RECALLED.

Yesterday we mentioned that the steam launch Wing Shing, which was commandeered by the armed gang who recently raided the fishing party of Lantau, had been captured by "troops."

Further information received regarding the whereabouts of the Wing Shing tends to show that she is stranded in Chinese territory, and believed to be between the Heungshan and Shuntak districts.

The Chinese crew, who were forced by the pirates to work the launch away, have returned. As the owners have no office, it has not been possible to trace the individual men.

The story they give out is that the pirates were acquainted with navigation and with the river routes.

On more than one occasion, the pirates sallied out in their navy acquisition, making the crew work, to attack native craft.

In their last sortie, they were attacked by the volunteers of the farmers. Confusion set in, the launch was run aground, the pirates fled and the crew made their way back to Hongkong.

It is believed that the owners will make efforts to re-establish communication and save their launch.

THE WEATHER.

At 11.07 a.m. yesterday the Observatory issued the following warning:—Typhoon of unknown intensity within 60 miles of Lat. 20deg. N., Long. 123deg. E., moving N.W.

The report at 10.53 a.m. read:—Pressure has increased slightly from Chefoo to Vladivostok and over the Visayas. It has decreased moderately over Formosa and Baco, and slightly at Ishigaki. It is nearly stationary elsewhere. A feeble anticyclone is central over Shanghai.

At 2 p.m. this afternoon the typhoon was in about latitude 21deg. N., longitude 123deg. E., moving N.W. or N. Local forecast: Variable winds, light to moderate, fair.

The weather report, forecast and remarks, issued by the Royal Observatory yesterday at 3.30 p.m., read:—

The total output of the Kailan Mining Administration's mines for the week ending August 28th amounted to 49,873 tons, and the sales during the period to 58,376 tons.

Daily Press Cricket
Competition.

Series A Lists.

A LARGE NUMBER OF LISTS IN SERIES A OF THE DAILY
PRESS CRICKET COMPETITION HAS BEEN RECEIVED.FURTHER LISTS WILL BE CONSIDERED IF THEY REACH THE
"DAILY PRESS" OFFICE TO-DAY.AFTER TO-DAY THE FIRST SECTION OF THE COMPETITION
IS CLOSED.THE FIRST COUPON FOR THE SECOND ROUND OF THE
COMPETITION WILL BE PUBLISHED IN THE "DAILY
PRESS" ON SEPTEMBER 22nd.

First Prize	-	-	-	-	-	8200
Second Prize	-	-	-	-	-	50
Third Prize	-	-	-	-	-	25

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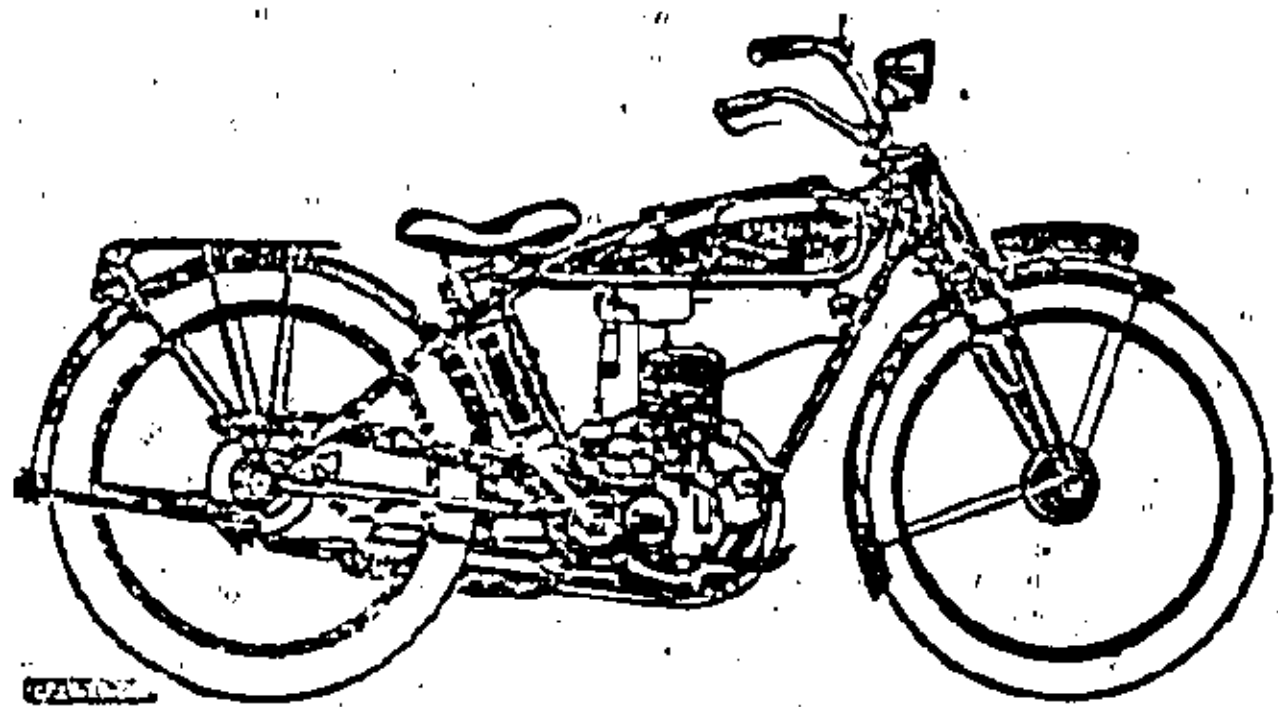
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SOCONY
MOTOR OILS
AND
GASOLINE

Motoring Notes:

A Weekly

Review dealing with matters of interest to
all local motorists.—The Great Race—The Life of a Battery
—Motor-Car Humour—Silence Please.

[BY AN OWNER-DRIVER.]

THE BRITISH GRAND PRIX RACE.

It seems to be very generally agreed that never, in the history of motor-car racing at Brooklands, has there been such a splendid struggle for a prize as that which took place last month.

At times the cars were running at the terrific pace of 110 miles per hour on the straight.

They were required to do 110 laps of the course—a distance of 237 miles. The winning car averaged 71.61 miles per hour and the total time taken was four hours and fifty-six seconds.

The record speed for one lap, a distance of 2.616 miles was made by that popular British driver, Major Segrave. On his Talbot (a British car), he completed his second circuit at an average speed of 89.99 miles per hour.

As there were eight corners to be taken in that distance it is amazing that such a terrific average speed could be obtained.

The first prize was £1,000, the second £300 and the third £200. There were nine cars competing (five British and four French). It is said that each of these marvellous little racers cost over £3,000.

There are now five races for the championship of the world. They are held in France, Spain, Italy, America and Great Britain. The race at Brooklands was won by a French car.

Many of the spectators were disappointed that no English car secured a place amongst the first three successful competitors.

However, we may be quite sure that the English motor experts learnt the technical lessons that the contest taught.

A GREAT CROWD.

In these days we are used to great spectacular events. The usually rather stolid Briton appears recently to have developed a taste for taking his pleasures with the crowd. Anyhow the organisers of the British Grand Prix succeeded in attracting a large number of spectators. To watch cars in a race that lasted for four hours is a great strain, but the enthusiasm of the onlookers was maintained throughout.

The road and the railways were crowded—one wonders whether "Derby Day" will survive! What really made the race of such great interest was (a) the fact that the cars taking part in it were all of the 1,500 c.c. class (say, roughly, the 15 horse-power English rating) and (b) the track had obstacles not unlike golf "bunkers" fairly close together. These "bunkers" had to be rounded and that meant using the brakes good and hard.

THE WINNERS.

The chief honour goes to the Delage team. They won first and third places. The Bugatti car, driven by a Britisher named Campbell, came in second, nearly ten minutes behind the winner.

There were nine cars ready as the flag fell for the start. They included the Talbots, the Delages, the Bugatti car, the Aston-Martin and one belonging to Halford.

The huge crowd listened to the loud-speakers giving out news and music for an hour or so before the cars began to "tee the line."

Everyone seemed to think that Segrave would lead in his Talbot. When the three leading cars were seen to be green there was great excitement.

They were all three Talbots. They came down the straight at a terrific rush. The cars had to slow up—brakes were applied violently and engines suddenly cut out.

AN AXLE.

Then came the first casualty. One of the Talbots had its racing career cut short. The front axle had gone. What was the cause of that? Surely not poor material?

After about eighteen miles had been completed, another Talbot gave trouble. Desperate efforts to change plugs were made. It is easy to imagine the effect of the idea of "more haste less speed," and the terrific heat of the plugs, on the nerves of the drivers.

Plugs in eight cylinders and all of them suspected! Yet the main source of the troubles with the Talbots was the brakes. The tremendous heat from the engines made the exhaust pipes dangerous. The feet of the drivers also suffered from the great heat.

GOOD BRAKES.

The French cars—the Delages—soon began to show their reliability although they had their troubles and after the first fifty miles it seemed very likely they would gain the coveted prize.

The servo-operated brakes were invaluable to these cars. They came close up to the turns before slowing down to the speed at which it was safe to run at those places.

What a gruelling for the tyres! At one time rear wheels were changed in an unbelievably short time. At another moment a Talbot driver went to the pits to cure a mixture trouble.

Everyone knew that the car, at the pit was losing time and distance but the worried driver hoped to make it up by persuading his engine to run more smoothly.

THE LESSONS.

The great race proved that reliability pays all the time.

Much more and detailed attention will be given to brakes in future. That is all to the good. It is most imperative that brakes shall be made as near to perfection as possible.

There is a great talk about the fuel. It may be that the chemists will be spurred on to do something that will finally prevent the amateur motorist from being troubled with dirty plugs and carbon trouble.

Meantime local readers are warned that it does make a difference if they use reliable fuel.

Shall we see the local Automobile Association arrange a 1,500 c.c. race round the island? Five minutes between each start (or less) on a moonlight night. The start at, let us say, mid-night. Who will offer a cup as a prize?

THE LIFE OF A STORAGE BATTERY.

A correspondent writes to enquire "How long will a good battery last?" He would be a bold man who would reply to that question in terms of months or years. It seems to be more or less an axiom in the local garages that you ought to be satisfied if a battery lasts for a year.

Curiously enough there is one owner-driver who would not feel at all satisfied if his battery did not last longer. On reference to "the book of words" about one well known make of car it is discovered that the makers "insure" every new battery for a period of ninety days from the date of purchase provided that the battery is registered immediately at one of the authorised service stations.

Any repairs made during those ninety days—say three months—will be made without charge to the owner.

Apparently it is considered that any re-charging needed is due to carelessness of the owner, for it is expressly stated that the owner is expected to pay for any re-charging.

During the fourth to sixth months of ownership the repairs will be charged on "a mutually satisfactory basis."

With all due respect to owners that must be difficult to attain unless a very small charge is made.

During the seventh to the twelfth month of ownership an arrangement can be made to replace the battery by a new one. A fraction of the retail price is paid, based on the number of months of service received from the old battery.

Thus after nine months' service, the new battery would cost three-quarters of the retail price.

All of which seems to suggest that the makers of the battery calculate that the life of an average battery is one year.

MOTOR-CAR HUMOUR.

In Hongkong stories circulate rapidly. Motorists have their tales. Here is one. A certain individual who subsequently achieved notoriety in this Colony but who has now departed and is unlikely to return decided to purchase a car soon after his arrival. He at once entered into negotiations and made what those who heard of it later said was a bad bargain in connection with a second hand car. He paid more than some of us thought the car was worth at the beginning.

He finally learned to drive the car; he was duly licensed by the police. The first time he took the vehicle out he forgot to take off the hand brake. He complained to his passenger that the engine was pulling badly. After about five miles he was in trouble and the car was towed home.

For a reason best known to himself he decided soon afterwards to change the lubricating oil. He drained it out and filled up but when he replaced it he did not tighten up the plug which he had removed in order to drain out the oil.

The result was, that on his next journey he left behind him on the road a trail of oil. After about three miles the car stopped and refused to oblige despite all sorts of coaxings.

AN UNFORTUNATE TEST.

It was again towed home. All of the bearings had seized.

It was repaired. Before going out on the next trip it was decided to test the level of the lubricating oil in the crank casing. A stick with a lady's handkerchief wound round the end was used.

The stick was withdrawn successfully but the lady's handkerchief was left behind in the crank case.

It took the distracted owner and a skilled engineer—a generous friend—about ten hours to dismantle the gear box, etc., before they could remove the luckless piece of cambric.

The effect of all these experiences was to cause the owner to sell the car and to buy a bigger one.

He soon came to the conclusion that in the garage someone was stealing his petrol. So he stored the inflammable liquid in his house!

He carried the petrol to the garage daily in an old gin bottle.

Someone told him that he must fill up the radiator with distilled water.

He carried the water to the garage in an old gin bottle.

Armed with a bottle containing petrol in one hand, and one with distilled water in the other he reached the garage.

He poured the petrol into the radiator and the distilled water into the petrol tank!

WATER AND PETROL.

Anyone who has had the misfortune to get a few drops of water mixed up with the petrol will realise the difficulties of rectifying this mistake.

It should be added that the unlucky owner referred to above never lost his temper. He himself seemed to enjoy telling people of his own misfortunes.

THE MISSING ENGINE.

It is said that the Ford organisation collects all the amusing stories that are told about the car that has been the subject of so much good natured chaff. The famous head of the firm is so human that he must have a keen sense of humour. No doubt he enjoys the tales told at his expense more than anyone else. There must be quite a library in the work's office if that is where the stories are filed.

One of the best pieces of humour connected with motoring is to be found in the latest issue of *Punch*. There is a picture of a worried looking young man at the wheel of the car and a young lady alongside him. She has a puzzled expression on her face.

The young man explains that something is wrong and he thinks the engine is missing. To which the young lady replies that perhaps he left it behind in the lane a few miles back where he took the lid off!

Another good story is of the worried old lady who hired a car in Ireland. As it was going at a good speed down hill she heard a noise and enquired the cause of it. "That's the foot-brake gone," said the driver.

A little later on there was a similar noise and again she nervously enquired "What is that?"

"Oh! that's the hand-brake, mum, but I've still got the horn working properly."

SILENCE PLEASE.

The motor-cycle is deservedly popular. It is the ideal means of transport for the young man. It is far less expensive to purchase than a car; it can be garaged easily and the running costs are low.

It does what no ricksha, cycle or chair can do. It takes one quickly away from the town into the purer air of the country or bathing beaches. In Hongkong we may expect to see a considerable increase in the number of motor-cycles in use in the near future.

Not only does the motor-cycle appeal to the young man; but it is useful to paterfamilias who has to meet the big expense of educating his family "at home." It gives him cheap recreation.

It is worthy of record that young ladies have been seen riding solo machines in Hongkong, and it is not unlikely that modern Chinese girls will soon learn to manipulate and ride these cycles.

It is, therefore, of interest to note that the British Government has issued an edict concerning noisy exhausts. The Home Secretary has given definite instructions and the police have already been enforcing the orders.

AN UNFORTUNATE REACTION.

The general public is very sensitive about noise. It is quite true that in Hongkong we have to suffer the terrible din of crackers, gongs and the whistles of the steam launches. Despite those unpleasant noises, complaints have been made that motor-cycles have noisy exhausts.

Because of the noise there are many people who are prejudiced against motor-cycles. Unless machines are efficiently silenced they will—if they have not already—create an unfortunate reaction against their popularity.

It is, however, certain that manufacturers will now produce more silent machines. The trade papers have been urging them to do so for some time.

It must be confessed that some young men who own "sport's models" are proud of the noise made by the exhaust. It is "swank" that is almost forgivable, for we all of us, in youth, enjoyed that "swanky" feeling which results from attracting attention. Noisy exhausts, Oxford trousers, a gay coloured neck-tie and brilliant socks—they are all excusable "swank," unless they become an intolerable nuisance. Old and middle age often just smiles and says "Youth will be served."

The reason for noisy exhausts is that any known form of silencer takes off some fraction of the power of the engine. Fast power units have been a feature of the development of motor-cycles. Naturally enough the manufacturers have wished to produce every fraction possible of power for accelerating the machine.

Now, however, that all of the British manufacturers will be compelled to silence the machines we may expect a great improvement. The general public will be grateful and the motor-cycle and the owner will gain in popularity.

INSURE

YOUR

MOTOR CAR

WITH

GILMANS.

THE

"OCEAN" COMPREHENSIVE POLICY

[24]



Always fresh and
ready instantly

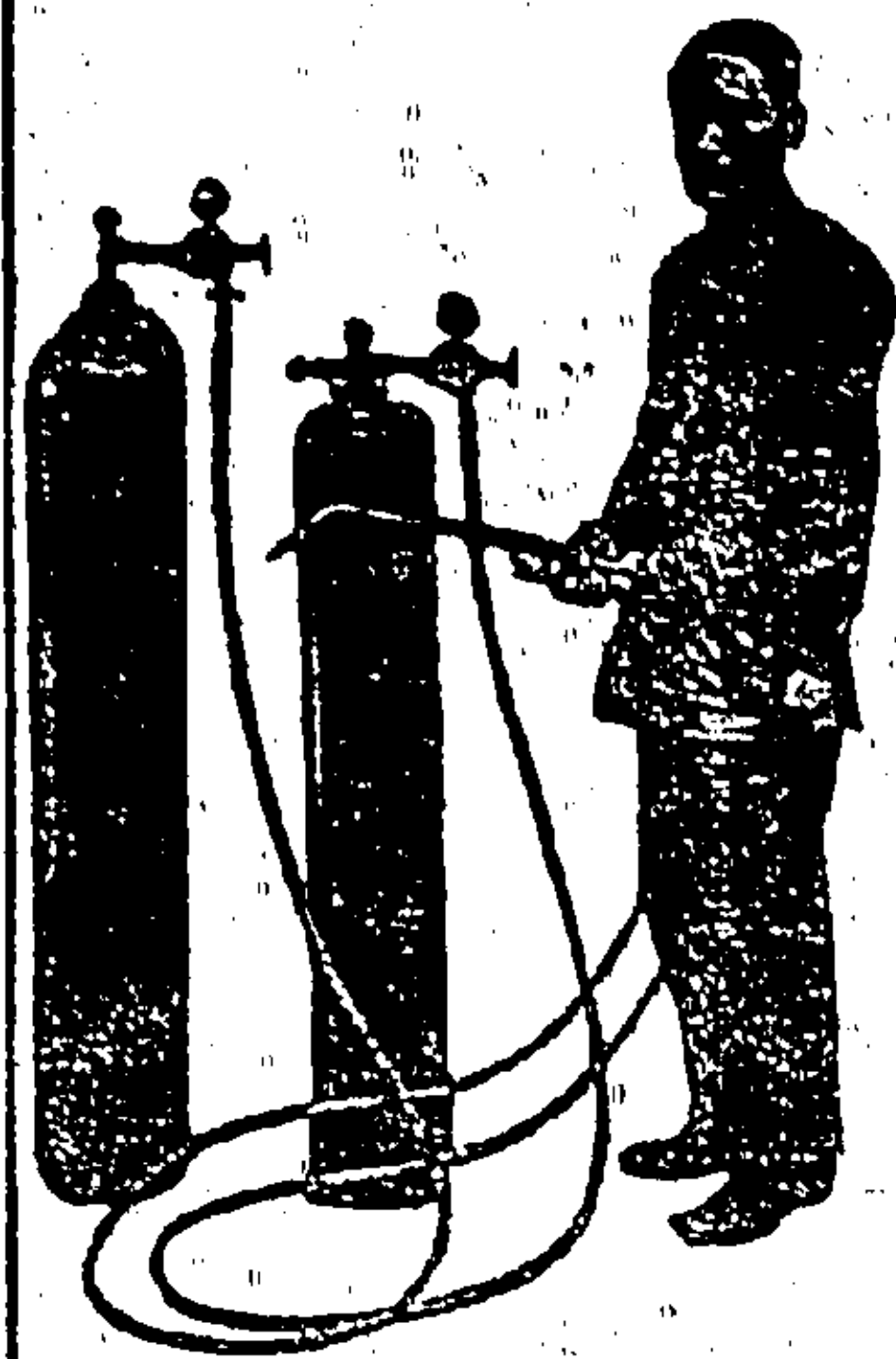
Horlick's is pre-eminent
suitable for those times and
places when fresh nourishing
food is so hard to procure.

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THE ORIGINAL
MALTED MILK

should be in every home.
It is an excellent food for babies, a most
valuable aid in the sickroom, and it makes
a sustaining and invigorating food for all.

In 4 sizes of all Chemists & Stores

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DEALERS
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of Oxygen and
Acetylene Gas

THE FAR EAST OXYGEN AND
ACETYLENE CO., LTD.

Carbonic Acid Gas, Ammonia, Calcium
of Carbide, Motor Cycle, Acetylene Tanks,
all necessary equipment for Low and High
Pressure Autogenous Welding,
Blowpipes, Gases, Scraping Powder,
Electrodes and all kinds of Metals for
Welding Purposes.

BOILER REPAIRS
A SPECIALITY.

Autogenous Welding of all Metals by
Oxy-Acetylene and Electric Processes.

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LOWEST PRICES!

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For Urgent Repairs:—Kowloon 788.

Special Running Service in Our Workshops at Kowloon (To-Kwa-Wan) for
URGENT REPAIRS required during the NIGHT INCLUDING HOLIDAYS.
[108]

EUROPE-ASIA TRADING
COMPANY.

The Management of the Europe-Asia Trading
Company take pleasure in announcing that a demonstra-
tion of the

"BRANDA" PROCESS

for cleaning Marine Machinery and Boilers will be given
on WEDNESDAY, SEPTEMBER 15th at 4 P.M.
at the Premises of the

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED,
KOWLOON.

A number of Invitations have been issued, but any
member of the community interested in this Unique
Invention is cordially invited to be present.

Launches will leave Blake Pier at 3 p.m., returning
immediately at the conclusion of the demonstrations.

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
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OXY-ACETYLENE AND
ELECTRIC WELDERS.
MECHANICAL AND
ELECTRICAL
ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
OR HONGKONG, LIMITED.

—DRY DOCKS—

Length 787 Feet.

Length on Blocks 750 Feet.

Depth on Centre of

SH (B.W.O.S.T.) 34 ft. 6 ins.

—THREE SLIPWAYS—

Capable of Handling Ships Up

8,000 Tons Displacement

Electric Crane at Sea Wall, Capable of

Lifting 100 Tons at 70 Feet Radius

BUTTERFIELD & SWIRE, Agents,
HONGKONG, CHINA & JAPAN.

TEL. ADDRESS: "TAIKOODOCK, HONGKONG."

TELEPHONE No. 212.

CALL FLAG: "C" OVER "ANS. PENNANT."

HONGKONG SHIPPING.

FREIGHT RETURNS SHOW AN
IMPROVEMENT.

BIG INCREASE FOR PORTS
BEYOND.

Freight returns, as recorded in yester-
day's shipping statement, showed an
improvement on the low figures for the
previous day. Although there were five
more arrivals than during the preceding
period, Hongkong cargo only increased
by over 3,000 tons; while freight for ports
beyond, due to five four figure returns,
went up by over 12,000 tons. British
vessels, numbering half the arrivals,
showed up well and carried more than
half the freight, both for this port and
ports beyond.

TONNAGE AND NATIONALITIES.

The tonnage figures were as under:—
Total: 47,687 tons; British vessels: 25,638
tons; Other vessels: 22,049 tons.

At 9 a.m. yesterday there were 51
vessels in the harbour, of which 22 were
British. During the previous twenty-
four hours thirteen vessels arrived, viz.,
six British, one American, one German,
three Dutch, one Japanese and one
Chinese. The departures during the
same period numbered ten, viz., one
British and one American for Manila, one
American for Shanghai, one Dutch for
Miri, one Japanese for Kobe, one Chi-
nese for Sha U Chung, one British for
Saigon, one British for Amoy, one
Chinese for Kwang Chow Wan and one
British for Singapore. Clearance came
to two, viz., one British for Kwang Chow
Wan and one Japanese for Shanghai.

CARGO ENTERED.

(For the 24 hours ended at 9 a.m.
yesterday.)

For Hongkong 6,027 tons.

For ports beyond 26,659 "

Total 32,686 "

(For the previous 24 hours ended at
9 a.m. on Monday.)

For Hongkong 2,374 tons.

For ports beyond 8,342 "

Total 10,716 "

Of the cargo for Hongkong, British
vessels brought 3,550 tons, of which the
best return was 1,256 tons. Of the re-
maining 2,477 tons brought by vessels of
other nationalities, one steamer dis-
charged 1,092 tons. Of the cargo for
ports beyond, four British vessels car-
ried 14,200 tons, the two best returns
being 6,000 tons and 7,754 tons. Of the
12,459 tons carried by vessels under other
flags, the best return was 5,233 tons.

THE ARRIVALS.

The arrivals for the twenty-four hours
ended at 9 a.m. yesterday were as
under:—

Empress of Russia (British) from
Manila with 152 tons of general
cargo and 144 tons of hemp, cigars
and general cargo for ports
beyond;

City of Peking (British) from Bremen
and Singapore with 650 tons of
general cargo and 6,000 tons for
ports beyond;

Soochow (British) from Shanghai and
Amoy with 250 tons of general
cargo;

Glenapp (British) from London and
Singapore with 1,256 tons of gen-
eral cargo and 7,754 tons for ports
beyond;

Benmohr (British) from London and
Singapore with 480 tons of general
cargo and 300 tons for ports be-
yond;

Sui Sang (British) from Tsingtau and
Shanghai with 312 tons of general
cargo;

President Adams (American) from
San Francisco and Shanghai with
496 tons of general cargo and 3,500
tons for ports beyond;

Munsterland (German) from Yokohama
and Foochow with 50 tons of gen-
eral cargo for ports beyond;

Van Overstraten (Dutch) from Amoy
with a nil entry for Hongkong, but
20 tons of general cargo for ports
beyond;

Tjikini (Dutch) from Batavia and
Balikpapan with 7,092 tons of gen-
eral cargo and sugar, paraffin,
drums of oil and transhipped
cargo, and 3,253 tons of sugar,
arak, paraffin and drums of oil for
ports beyond;

Vulcanus (Dutch) from Amoy and
Tamsui with 301 tons of bulk oil
and 142 packages of general cargo;

Rangon Maru (Japanese) from Cal-
cutta and Singapore with 539 tons
of gunny bags, coconuts, and mer-
chandise, and 3,676 tons of pig
iron, lard cake and linseed, etc.,
for ports beyond;

Sui Yik (Chinese) from Sha U Chung
with 33 piculs of general cargo and
fruit.

LATER ARRIVALS.

Later arrivals, too late for inclusion in
the above returns, included the follow-
ing:—

Anonia (British) from Los Angeles
(San Pedro) with 6,641 tons of
general cargo;

Sui Yang (British) from Shanghai
with 500 tons of general cargo;

Ming Sang (British) from Haiphong
with general cargo;

Cheong Shing (British) from Tientsin
and Weihaiwei with 2,580 tons of
general cargo;

Amazon (French) from Yokohama and
Shanghai with one ton of general
cargo and 750 tons for ports be-
yond.

THE MAILS.

Mails carried by vessels arriving here
late on Monday and during yesterday
included the following:—*Empress of
Russia*, from Manila, unspecified; *City
of Peking*, from Bremen and Singapore,
10 bags; *Soochow*, from Shanghai and
Amoy, unspecified; *Glenapp*, from Lon-
don and Singapore, 54 bags; *Munster-
land*, from Yokohama and Foochow, 10
bags; *Tjikini*, from Batavia and Balik-
papan, two bags; *Rangon Maru*, from
Calcutta and Singapore, 418 bags; *Sui
Sang*, from Tsingtau and Shanghai, 151
bags; *Amazon*, from Yokohama and
Shanghai, 230 bags; *Cheong Shing*, from
Tientsin and Weihaiwei, 41 bags.

SHIPPING NOTES.

The total number of deck passengers
entered for the twenty-four hours ended
at 9 a.m. yesterday was 1,198, of which
the s.s. *Soochow* (British) from Shanghai
and Amoy, carried 109; the s.s. *Van
Overstraten* (Dutch) from Amoy, 773;
and the s.s. *Tjikini* (Dutch) from
Batavia and Balikpapan, 173.

Dangerous goods manifested in yester-
day's shipping returns, included 193
cases of firecrackers on the s.s. *Sui Sang*.

The British steamer *Anonia*, arriving
yesterday morning from San Pedro (Los
Angeles) reported that bad weather was
encountered during the voyage.

NORDBEUTSCHER LLOYD, BREMEN.

THE STEAMER "TRIER"

having arrived from BREMEN, HAMBURG
and Ports. Consignees of Cargo are hereby
notified that their Cargo is being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
Kowloon, where Delivery can be obtained.

All Goods remaining undelivered after the
15th of September, 1926, will be subject to Rent.
No Fire Insurance will be effected by us in
any case whatever.

Damaged Packages must be left in the
Godown for examination by the Consignees and
the Company's Surveyors, Messrs. Anderson
& Ash, at 10 a.m. on the 14th of September
1926.

No Claims will be admitted after the Goods
have left the Godown and all Claims must be
presented within Two Weeks of the Ship's
arrival here, after which date they will not be
recognized.

Consignees are requested to surrender their
Bills of Lading to the Undersigned for
counter-signature.

MELOHRES & CO.

Agents:

NORDBEUTSCHER LLOYD, BREMEN
Hongkong, 9th September, 1926. [3942]

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE.

FROM EUROPE.

THE STEAMSHIP
"CITY OF PEKIN"
having arrived, Consignees of Cargo by her are
informed that all Goods are being landed
at their risk into the hazardous and/or extra-
hazardous Godowns of Holt's Wharf, whence
Delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after 26th September, 1926, will
be subject to Rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before 27th
September, 1926, or they will not be recognized.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on any Tuesdays or Fridays, between
the hours of 10.45 a.m. and Noon, within the
Free Storage period of One Week.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
THE BANK LINE, LTD.,
General Agents.

Hongkong, 13th September, 1926. [3949]

THE NEW FARMER REMEDY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

No. 1 for Blood & Skin
No. 2 for Chronic Venous Disease
No. 3 for Chronic Venous Disease
Sole Agents: Messrs. J. W. & J. L. G. Co.,
10, Market Street, HONGKONG.
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THE HONGKONG & WHAMPOA DOCK Co., LTD.

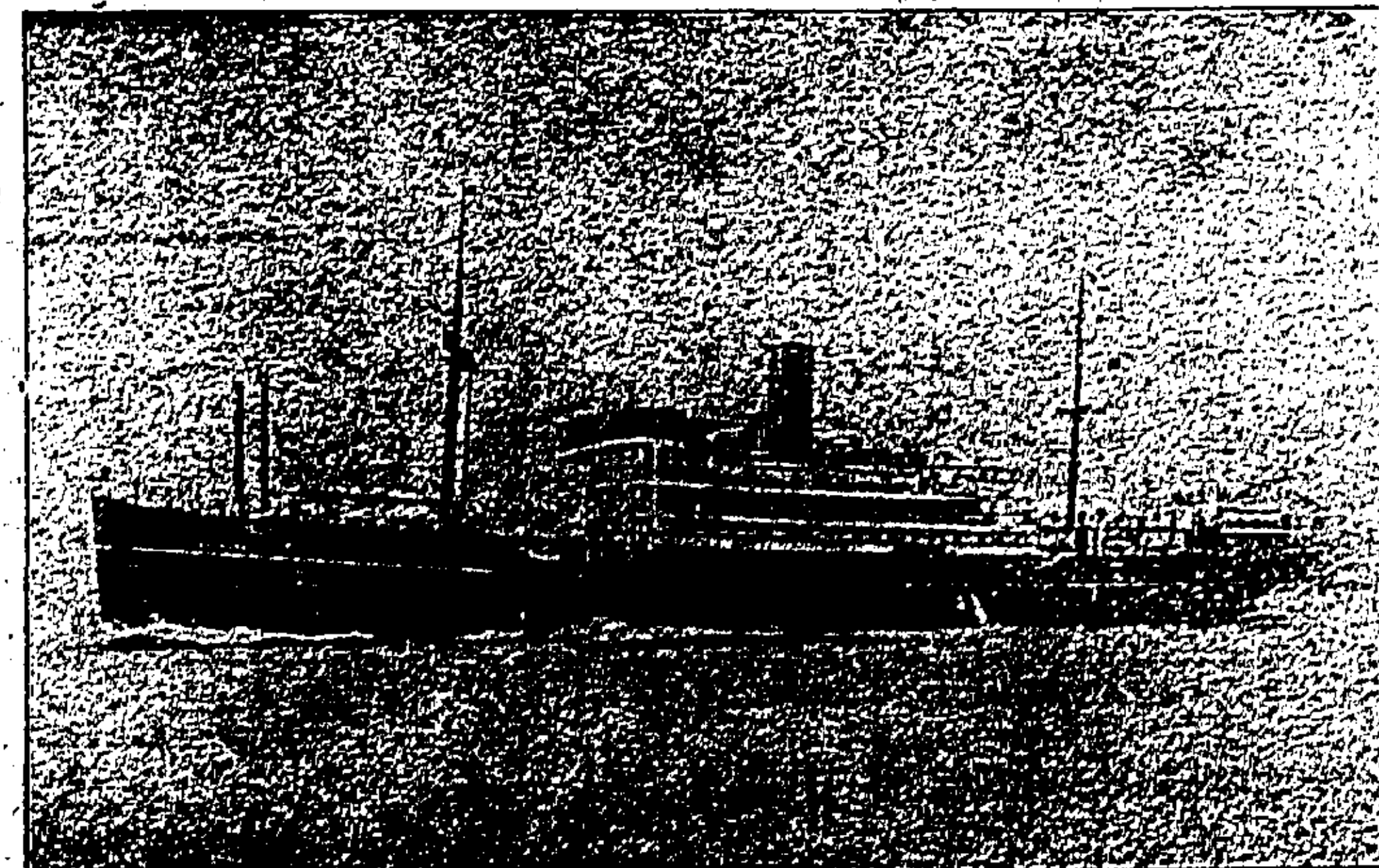
TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.
CODES USED: A1, A.B.C. Fifth Edition; Engineering: First and Second Editions;
Western Union and Watkins, Benson's, Marconi.

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Brass Founders, Forge Masters, Electricians.

BUILT AND ENGINEERED AT KOWLOON DOCKS BY THE HONGKONG & WHAMPOA DOCK CO., LTD., 10, 12, 14
CORNER OF THE AUSTRALIAN-ORIENTAL LINE, LTD., FOR AUSTRALIAN-HONGKONG SERVICE

Please address enquiries to the Chief Manager.

B. M. DYER, B.Sc., M.I.N.A. Kowloon Dock, HONGKONG



S.S. "CHANGTE"

BUILT AND ENGINEERED AT KOWLOON DOCKS BY THE HONGKONG & WHAMPOA DOCK CO., LTD., 10, 12, 14
CORNER OF THE AUSTRALIAN-ORIENTAL LINE, LTD., FOR AUSTRALIAN-HONGKONG SERVICE

Please address enquiries to the Chief Manager.
B. M. DYER, B.Sc., M.I.N.A. Kowloon Dock, HONGKONG

CONSIGNEE NOTICES.

"GLEN LINE LIMITED."

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Motor Vessel
"GLENAPP"

having arrived from the above Ports. Con-
signees of Cargo by her are hereby informed that
all Goods are being landed at their risk into
the hazardous and/or extra hazardous
Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, whence,
and/or from the wharves, Delivery may be
obtained.

Goods not cleared by the 21st September,
1926, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages
are to be left in the Godowns where they will
be examined in the presence of Consignees by
Messrs. Godard and Douglas on 20th Septem-
ber, 1926, at 10 a.m. Claims against the Steamer
including those for Cargo short delivered must
be presented on the Special Form provided, and
must also be submitted within 30 days of
arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in
any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, 14th September, 1926. [3956]

THE BEN LINE STEAMERS, LTD.
FROM MIDDLESBRO, ANTWERP,
LONDON AND STRAITS.

The Steamship "BENMOHR."

CONSIGNEES of Cargo are hereby inform-
ed that all Goods are being landed at
their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Ltd., whence, and/or from the wharves
Delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 20th instant, will be
subject to Rent.

All Claims against the Steamer must be
presented to the Undersigned on or before the
4th October, 1926, or they will not be
recognized.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 20th instant, at 10 a.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co., LTD.,
Agents.

Hongkong, 13th September, 1926. [3952]

THE EAST ASIATIC CO., LTD.,
COPENHAGEN.

THE Motorship "ASIA"
having arrived, Consignees of Cargo are
hereby informed that all Goods are being
landed and placed at their risk into the
hazardous and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Ltd., where Delivery can be
obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 18th of
September, 1926, 4 p.m., will be subject to Rent.

All broken, chafed and damaged Goods
are to be left in the Godown, where they
will be examined by Messrs. Anderson &
Ash on the 17th of September, 1926, at 10 a.m.

All Claims against the Vessel must be
presented to the Undersigned before the 20th
of September, 1926, or they will not be
recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JOHN MANNERS & CO., LTD.,
Agents.

Hongkong, 11th September, 1926. [3944]

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED.

TOKYO JAPAN

SOLE AGENTS:

MITSUI BUSSAN KAISHA LTD.

HONGKONG

[64]

SHIPPING NEWS.

ARRIVALS.

September 13th.
Anomia, British str., 3,154 tons, Capt. J. G. Sinclair, from Los Angeles and San Pedro, lying at North Point.—A.P.C.
Bennett, British str., 4,661 tons, Capt. J. Fairweather, from London via ports. She left Singapore on Sept. 7th, with a general cargo, lying at Kowloon Wharf.—Gibb, Livingstone & Co.
President Adams, American str., 6,200 tons, Capt. W. A. Ross, from San Francisco via ports. She left Shanghai on September 10th, with a general cargo, lying at Kowloon Wharf.—Dollar Steamship Line.
Soochow, British str., 1,391 tons, Capt. Edwin Monkman, from Shanghai and Amoy, with a general cargo, lying at buoy No. B12.—B. & S.
Sui Fik, Chinese str., 175 tons, Capt. Lo Shui, from Sha U Chung, with cattle, lying at Luen Chong Wharf.—Fook Hoi Co.
Van Overstraten, Dutch str., 2,337 tons, Capt. H. Shinter, from Amoy, with a general cargo, lying at buoy No. A25.—J.C.J.L.
September 14th.
Amazona, French str., 3,959 tons, Capt. Conte, from Shanghai, which port she left on September 11th, with a general cargo, lying at buoy No. A3.—Messageries Maritimes.
Cheung Shing, British str., 1,307 tons, Capt. D. R. Killeen, from Tientsin and Weihaiwei, with a general cargo, lying at buoy No. C34.—Jardine, Matheson & Co.
Ming Sang, British str., 908 tons, Capt. P. R. Gay Cumming, from Haiphong, with a general cargo, lying at buoy No. C35.—Jardine, Matheson & Co.

September 14th.
Glenapp, British motorship, 9,503 tons, Capt. W. E. Roberts, from London via ports. She left Singapore on London on August 7th, with a general cargo, lying at Kowloon Wharf.—Jardine, Matheson & Co.
Munsterland, German str., 3,864 tons, Capt. W. Honneke, from Yokohama and Fochow, with a general cargo, lying at buoy No. A2.—Jebson & Co.
Sui Sang, British str., 3,999 tons, Capt. A. D. Kelman, from Tsingtao and Shanghai. The latter port she left on September 10th, with a general cargo, lying at West Point Wharf.—Jardine, Matheson & Co.
Sui Yung, British str., 1,594 tons, Capt. McLeodwell, from Shanghai, with a general cargo, lying at buoy No. B9.—B. & S.

September 14th.
Amazona, for Saigon.
Denmore, for Miki.
City of Peking, for Shanghai.
Glenapp, for Shanghai.
Uai Ning, for Amoy.
Kwai Sang, for Singapore.
Munsterland, for Manila.
Sui Sik, for Sha U Chung.

September 14th.
Morea (P. & O.), due to-morrow, about 6 a.m.
Shirala (B.I. & Apear), due to-morrow, about 6 a.m.

September 14th.
At Taikoo—*Helena* and *Ningpo*.
At Kowloon—*Tai Tak* and *Fook Sang*.

CLEARANCES.

VESSELS EXPECTED.

VESSELS IN DOCK.

HAMBURG AMERIKA LINIE

COMBINED FREIGHT AND PASSENGERS SERVICE.
 CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
 FARE FROM HONGKONG TO GENOA—£73. 0s. 0d.

SAILINGS FROM EUROPE FOR SHANGHAI AND JAPAN.

S.S. "SAARLAND" ... due here on or about 14th September, 1926
 S.S. "HESEN" ... due here on or about 22nd October, 1926

SAILINGS FOR EUROPE
 S.S. "OLDENBURG" ... sailing from here on or about 11th October, 1926
 S.S. "SAARLAND" ... sailing from here on or about 5th November, 1926

For freight, passage and further particulars please apply to

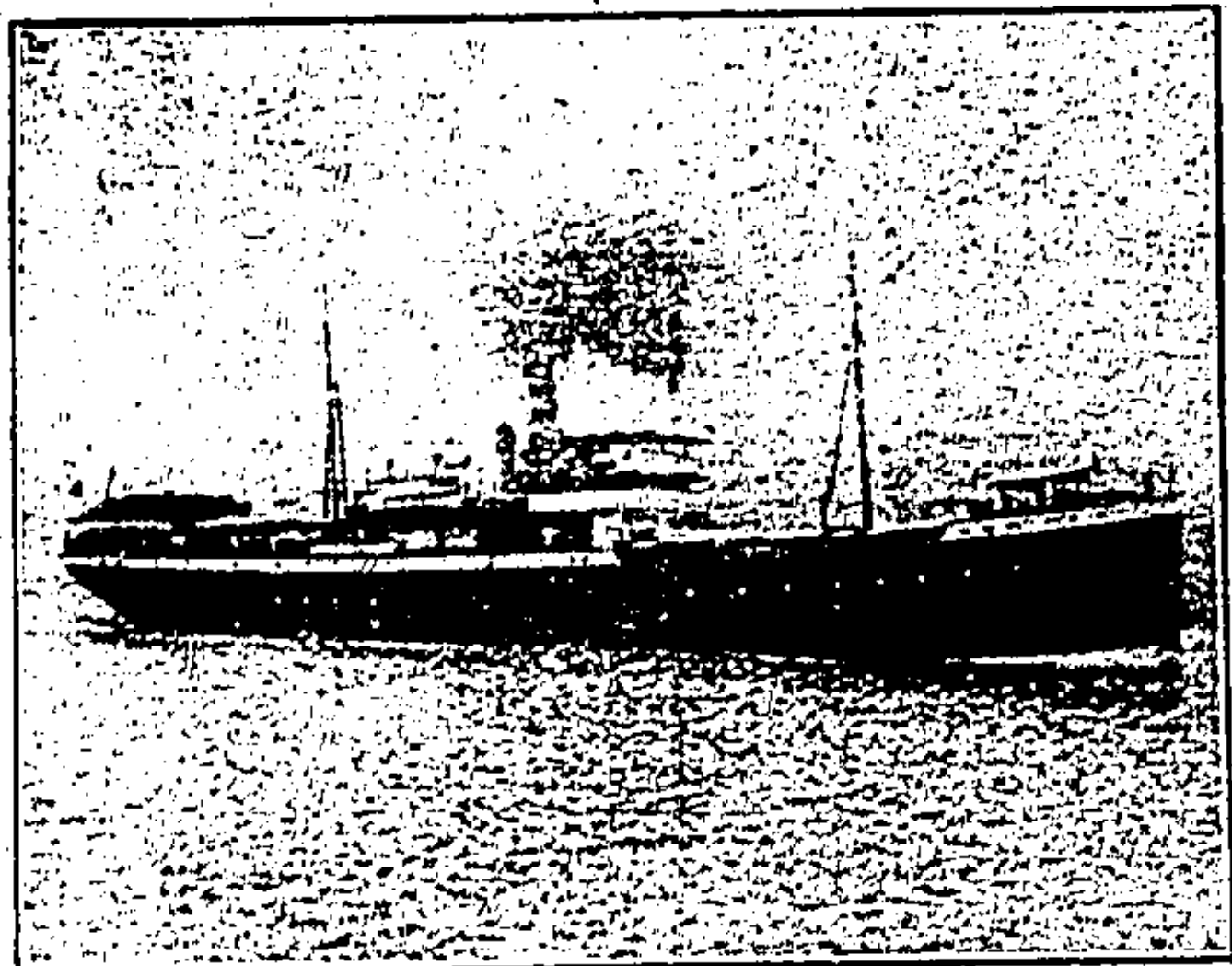
JEBSEN & CO.

12, PEDDER STREET.

TEL. C. 2225.

CHINA BORNEO SHIPPING CO.

HONGKONG-BORNEO LINE
 To Jesselton, Sandakan, Lahad Datu, Tawau and Semporna,
 Calling at Sandakan and Jesselton on Return Voyage.
 Regular Three-weekly Freight and Passenger Service.



Excellent accommodation for Saloon, Second class and Steerage passengers.

All 1st Class State-rooms and 2nd Class Cabins fitted with Oscillating Electric Fans.

Hotel reservations arranged at Sandakan and Hongkong if desired.

Through Bills of Lading issued to other B.N. Borneo Ports.

Sailings are subject to alteration.

Next Sailing from Hongkong, Tuesday, September 21st, 1926.

For freight, Passage and other information, please apply to—

CARMICHAEL & CLARKE, Agents, QUEEN'S BUILDING, PHONE C. 232.
 OR
 W. WATT & CO., Agents, 188, WISE LEX STREET, WYER, PHONE C. 4963.

ADMIRAL ORIENTAL LINE

FREIGHT AND PASSENGERS.

FOR VICTORIA AND SEATTLE

SHANGHAI-KOBE-YOKOHAMA

"PRESIDENT MADISON" ... Sept. 25th, 5 p.m.
 "PRESIDENT JACKSON" ... Oct. 7th, 5 p.m.

TO EUROPE—£120-£112

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monocots on the Atlantic. Choice of Trans-Continental or any Line on the Atlantic. Through Accommodation and Booking Arranged.

FOR MANILA

"PRESIDENT MADISON" ... Sept. 17th, 5 p.m.
 "PRESIDENT JACKSON" ... Sept. 29th, 5 p.m.

HONGKONG AND SHANGHAI BAY BUILDING.
 Telephone: Central 2477, 2478 & 795.

ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.

AMERICAN & MANCHURIAN LINE

"CITY OF BARODA" ... 9,870 tons d.w., sailing 5th November.
 "CITY OF CAIRO" ... 10,145 tons d.w., sailing 3rd December.

The above Modern Passenger Steamers will be Despatched as above for BOSTON and NEW YORK via PHILIPPINE ISLANDS, STRAITS, COLOMBO and SUEZ CANAL. Arriving in NEW YORK on or about 5th JANUARY and 2nd FEBRUARY respectively. Fares: 2100 Single First Class, 2—Single Second.

For further Particulars, Apply to—

THE BANK LINE, LTD.,
 General Agents.

CANADIAN PACIFIC

EMPRESS EXPRESS

QUICKEST TIME ACROSS THE PACIFIC

17 Days from Hongkong to Vancouver.

LARGEST AND FASTEST STEAMSHIPS.

Special FARES to EUROPE

£120 £112 £83

THE NEXT SAILING TO THE PACIFIC COAST

"EMPRESS OF RUSSIA"

WILL SAIL FOR

VICTORIA AND VANCOUVER

via SHANGHAI and JAPAN PORTS

AT

6 A.M., THURSDAY, SEPTEMBER 16th, 1926.

Passenger Department:

Tel. C. 752.

Cables: GACANPAO.

Freight and Express:

Tel. C. 42.

Cables: NAUTILUS.



SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

* SIBERIA MARU ... Tuesday, 31st Sept., at Noon
 * TAIYO MARU ... Tuesday, 5th Oct., at Noon
 * TENYO MARU ... Monday, 18th Oct., at Noon
 * KOREA MARU ... Tuesday, 2nd Nov., at Noon
 * SHINYO MARU ... Tuesday, 16th Nov., at Noon
 * SIBERIA MARU ... Monday, 29th Nov., at Noon

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

ANYO MARU ... Friday, 5th Nov., at Noon
 BOKUYO MARU ... Saturday, 27th Nov., at Noon
 RAKUYO MARU ... Wednesday, 12th Jan., at Noon

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

HAKUSAN MARU ... Saturday, 25th Sept.
 KITANO MARU ... Saturday, 9th Oct.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 22nd Sept., at 11 a.m.
 AKI MARU ... Wednesday, 20th Oct., at 11 a.m.
 MISHIMA MARU ... Wednesday, 24th Nov., at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

MAYEASHI MARU ... Friday, 17th Sept.
 TOBA MARU ... Saturday, 2nd Oct.
 LISBON MARU ... Sunday, 17th Oct.
 TSUYAMA MARU ... Thursday, 11th Nov.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

KANAGAWA MARU ... Friday, 15th Oct.
 WAKASA MARU ... Wednesday, 17th Nov.

BOMBAY via Singapore, Penang & Colombo.

PENANG MARU ... Thursday, 30th Sept.
 TAMBA MARU ... Monday, 11th Oct.

CALCUTTA via Singapore, Penang & Rangoon.

GENOA MARU ... Tuesday, 21st Sept.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Saturday, 18th Sept.

SHANGHAI, KOBE & YOKOHAMA.

KAMO MARU ... Tuesday, 21st Sept.
 OSAKA MARU ... Wednesday, 22nd Sept.
 TOTTORI MARU ... Monday, 20th Sept.
 AWA MARU ... Wednesday, 23rd Sept.

For further information, apply to—

NIPPON YUSEN KAISHA.

Telephone: Central No. 292 (Private exchanges to all Depts.)



SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hkgs. and Sailing for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
ANGERS ... B ...	13th Aug., 1926	16th Sept., 1926	23rd Sept., 1926
D'ARTAGNAN ... A ...	27th Aug. "	23rd Sept. "	12th Oct. "
ANGKOR ... B ...	12th Sept. "	12th Oct. "	26th Oct. "
PORTOF ... A ...	24th Sept. "	26th Oct. "	9th Nov. "
CHAMBERD ... B ...	8th Oct. "	10th Nov. "	22nd Nov. "
PAUL LECAT ... A ...	22nd Oct. "	24th Nov. "	7th Dec. "
GENERAL METZINGER ... A ...			21st Dec. "

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance).
 A Class 1st Class ... £ 99. 0d. 0d. B Class 1st Class ... £ 85. 0s. 0d.
 STEAMERS 2nd ... £ 70. 0d. 0d. STEAMERS 2nd ... £ 61. 0s. 0d.

Through Tickets to London and Leaving Town of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (Cargo Boats).

A.S. "MIN" from DUNKER, LONDON & HAVRE is due to arrive on the 23rd September.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.

Telephone Central 740.

CONSIGNATION—TRANSIT—REPRESENTATION.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

TSINGTAO via SHANGHAI ... "FOOSHING" ... Wednesday, 15th Sept., at Noon.
 TIENTSIN ... "CHEONGSHING" ... Friday, 17th Sept., at Noon.
 HONGKONG ... "SUISANG" ... Thursday, 16th Sept., at 9 a.m.

TIENTSIN via SHANGHAI ... "KWONGSANG" ... Saturday, 18th Sept., at Noon.
 HAIPHONG ... "MINGSANG" ... Sunday, 19th Sept., at 3 a.m.
 STRAITS & CALOUTTA ... "FOOKSANG" ... Monday, 20th Sept., at 3 p.m.

OSAKA via SHANGHAI & KOBE ... "HOSANG" ... Wednesday, 22nd Sept., at 7 a.m.
 TSINGTAO via SHANGHAI ... "HOPSANG" ... Wednesday, 22nd Sept., at Noon.
 SANDAKAN ... "HINSANG" ... Saturday, 26th Sept., at 2 p.m.

TIENTSIN ... "CHIPSANG" ... Monday, 27th Sept., at Noon.
 TSINGTAO via SHANGHAI ... "YATSHING" ... Wednesday, 29th Sept., at Noon.
 KOBE via MOJI ... "HANGSANG" ... Wednesday, 29th Sept., at 4 p.m.

STRAITS & CALOUTTA ... "LAISANG" ... Saturday, 2nd Oct., at 3 p.m.
 SANDAKAN ... "MAUSANG" ... Thursday, 7th Oct., at Noon.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

Telephone: Central No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel Due Hongkong.
 "GLENSEANE" ... 5th Oct.
 "GLENMATHESON" ... 16th "
 "GLENBEG" ... 23rd "
 "GLENBANDA" ... 14th Nov.
 "GLENBARA" ... 23rd Nov.

HOMEWARDS.

Vessel Discharges Leaves Hongkong.
 "GLENNOBLE" ... Noon, 22nd Sept.
 London, Rotterdam & Hamburg via Oran.
 "GLENGLARY" ... 20th Oct.
 London, Rotterdam & Hamburg via Oran.
 "GLENSEANE" ... 17th Nov.
 London, Rotterdam & Hamburg via Oran.

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.

THE GLEN LINE, LTD., AGENTS.

Telephones: Central No. 215 sub-ex. 23, and Central 3035.

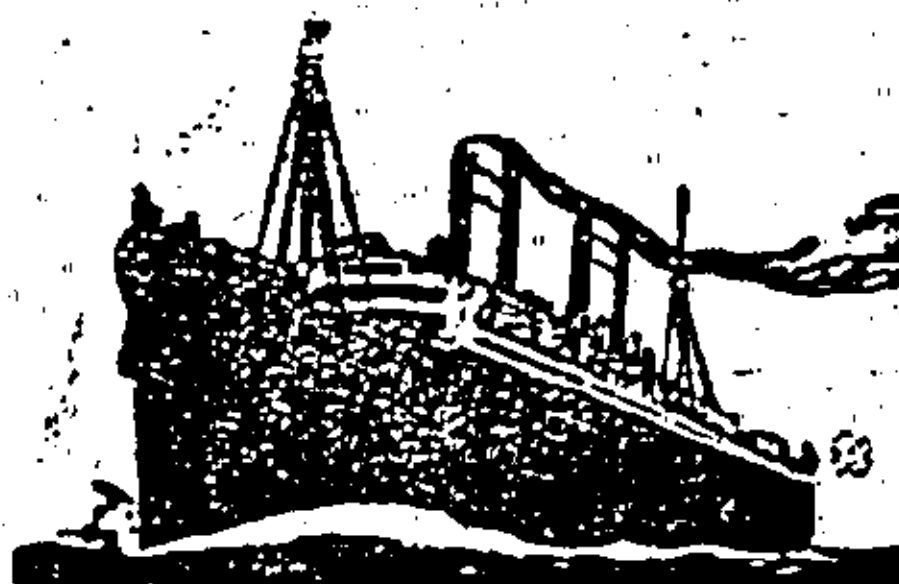
NORDEUTSCHER LLOYD, BREMEN.

FAR EASTERN PASSENGER

AND

FREIGHT SERVICE.

Cabin class £73. 4s. 0d.
 Intermediate class £48. 2s. 0d. } To GENOA.



NEXT SAILINGS:

STEAMERS:	ARRIVAL AT HONGKONG AND SAILINGS FOR SHANGHAI AND JAPAN.	SAILINGS FROM HONGKONG TO GENOA, AMSTERDAM, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BATAVIA, COLOMBO AND PORT SAID.
* ACCOMMODATION FOR 100 CABIN CLASS AND 150 INTERMEDIATE CLASS PASSENGERS.		
* S.S. "TRIER" ... 6th October, 1926		10th October, 1926.
* S.S. "SAARBUECKEN" ... 5th November, "		14th November, "
* S.S. "COLENZ" ... 2nd December, "		11th December, "
* S.S. "YORK" ... 20th December, "		2nd January, 1927.
* S.S. "FULD" ... 27th January, 1927.		6th February, "
* S.S. "TRIER" ... 27th January, 1927.		27th February, "

For Freight and Passage, please apply to—

MELCHERS & CO.,

Telephone C. 4557.
 3, Queen's Building, Charter Road.

Agents, HONGKONG.

JAVA-CHINA-JAPAN LIJN.



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKINI	JAVA & M'KRAE	In Port	18th Sept.	SHAL & NORTH CHINA
TJITAROEM	NORTH CHINA	17th "	17th "	BATAVIA
CEYLON	JAVA	18th "	21st Sept.	SHANGHAI
TJISONDARI	BATAVIA	18th "	23rd "	BATAVIA
TJISAROA	SHANGHAI	20th "	29th "	SHANGHAI
TJIBESAR	JAPAN	23rd "	30th "	SHAL & NORTH CHINA
TJIMANOK	JAVA & M'KRAE	23rd "	1st Oct.	M'KRAE & JAPA
TJILEROET	NORTH CHINA	23rd "	6th "	SHANGHAI
TJIKEMBANG	BATAVIA	2nd Oct.	7th "	BATAVIA
TJISONDARI	SHANGHAI	4th "		

Wireless Telegraphy.

The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a fully qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK, BOSTON & BALTIMORE**AMERICAN & MANCHURIAN LINE**

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF EVANSVILLE" ... From Hongkong Via Suez Canal 24th Sept.
S.S. "CITY OF BATH" ... From Hongkong Via Suez Canal 30th Oct.**BOSTON & NEW YORK**
AMERICAN & ORIENTAL LINE
(ANDREW WALK & CO., LTD.)

Sailings from Hongkong

M.V. "SPRINGBANK" ... From Hongkong Via Suez Canal 30th September.

UNITED KINGDOM & CONTINENT**"ELLERMAN" LINE**
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)S.S. "KENTUCKY" ... For Havre & London, From Hongkong 13th Sept.
S.S. "CITY OF RANGOON" ... For Marseilles, Havre, London and Hamburg.
From Hongkong 24th October.**FARES TO LONDON** "A" 1st Class £35. 2nd Class £20.
"B" 1st Class £25. 2nd Class £15.**MAURITIUS & SOUTH AFRICA**
ORIENTAL-AFRICAN LINE

STEAMERS From Hongkong October.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Cape Town.

Through Bills of Lading issued to Batavia, Calcutta, Ceylon, Port Amoy, Mozambique, Chinde, Inhambane, Zanzibar, Lourenco, Daman, Port Victoria, London, Walvis Bay, and Madagascar.

AUSTAL-EAST INDIES LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.

Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791

P. & O. British India
Apcar and
Eastern & Australian
Lines**(COMPANIES INCORPORATED IN ENGLAND.)**
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CON-STANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT
ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"MALWA"	10,941	18th Sept. Noon	Marseilles and London.
"KIDDERPORE"	8,334	20th Sept.	Singapore, Penang, Colombo and Bombay.
"NELLORE"	8,334	25th Sept.	Singapore, Penang, Colombo and Bombay.
"KASHGAR"	9,005	2nd Oct.	Marseilles, London, Antwerp & Hull.
"JEYPORE"	8,318	11th Oct.	Singapore, Penang, Colombo, Bombay & Karachi.
"MOREA"	10,918	15th Oct.	Marseilles and London.
"NYANZA"	7,023	27th Oct.	Singapore, Penang, Colombo & Bombay.
"KEYBER"	9,114	30th Oct.	Marseilles, London and Antwerp.
"MANTUA"	10,902	12th Nov.	Marseilles and London.
"DEVANHA"	8,155	25th Nov.	Singapore, Penang, Colombo & Bombay.
"KARMALA"	9,128	27th Nov.	Marseilles, London and Antwerp.
"NELLORE"	8,334	9th Dec.	Singapore, Penang, Colombo and Bombay.
"MACEDONIA"	11,088	11th Dec.	Marseilles and London.
"DELTA"	8,097	23rd Dec.	Singapore, Penang, Colombo and Bombay.
"KHIVA"	9,135	25th Dec.	Marseilles, London and Antwerp.
"NYANZA"	7,023	8th Jan.	Singapore, Penang, Colombo and Bombay.
"MALWA"	10,941	8th Jan.	Marseilles and London.
"KALYAN"	9,144	22nd Jan.	Marseilles, London and Antwerp.
"MOREA"	10,918	5th Feb.	Marseilles and London.
"KASHGAR"	9,005	19th Feb.	Marseilles, London and Antwerp.
"MANTUA"	10,902	5th March	Marseilles and London.
"MONGOLIA"	10,904	19th March	Marseilles and London.
"MACEDONIA"	11,120	2nd April	Marseilles and London.
"DEVANHA"	8,155	9th April	Marseilles, London and Antwerp.
"KARMALA"	9,128	15th April	Marseilles, London and Antwerp.
"MALWA"	10,980	30th April	Marseilles and London.
"KHIVA"	9,138	14th May	Marseilles, London and Antwerp.
"MOREA"	10,188	24th May	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"SANTHA"	7,764	15th Sept. 11 a.m.	Singapore, Penang and Calcutta.
"TILWA"	10,006	21st Sept.	do.
"TALMA"	8,018	28th Sept.	do.
"SEIRALA"	7,841	9th Oct.	do.
"TALMA"	10,000	13th Oct.	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"ST. ALBANS"	4,500	1st Oct.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ARAFURA"	6,000	29th Oct.	
"ST. ALBANS"	4,500	31st Dec.	
"ARAFURA"	6,000	28th Jan.	
"TANDA"	6,858	4th Mar.	

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia. The P. & O. S.S. Co. Ltd. steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawao, Timor, Durwin, or other ports en route as indicated.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.**SAILINGS TO SHANGHAI AND JAPAN**

"MOREA"	10,918	17th Sept. 6 a.m.	Shanghai, Moji and Kobe.
"SHIRALA"	7,841	18th Sept. 6 a.m.	Amoy, Shanghai, Moji, Kobe and Osaka.
"TALMA"	10,000	26th Sept.	Moji, Kobe and Osaka.
"NYANZA"	7,023	26th Sept.	Shanghai, Moji and Kobe.
"KEYBER"	9,114	1st Oct.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th Oct.	Moji, Kobe, Osaka and Yokohama.
"MANTUA"	10,902	16th Oct.	Shanghai, Moji and Kobe.
"MIRZAPUR"	6,715	23rd Oct.	Shanghai, Moji and Kobe.
"KARMALA"	9,128	29th Oct.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	30th Oct.	Shanghai, Moji and Kobe.
"TANDA"	6,858	2nd Nov.	Moji, Kobe, Osaka and Yokohama.
"NELLORE"	8,334	13th Nov.	Shanghai, Moji and Kobe.
"DELTA"	8,097	14th Nov.	Shanghai, Moji and Kobe.
"KHIVA"	9,135	22nd Nov.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,088	25th Nov.	Shanghai only.
"ST. ALBANS"	4,500	7th Dec.	Moji, Kobe, Osaka and Yokohama.
"MALWA"	10,914	16th Dec.	Shanghai, Moji and Kobe.
"NYANZA"	7,023	11th Dec.	Shanghai, Moji and Kobe.
"KALYAN"	9,144	24th Dec.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	4th Jan.	Moji, Kobe, Osaka and Yokohama.
"MOREA"	10,918	7th Jan.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	8th Jan.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	21st Jan.	Shanghai, Moji and Kobe.
"NELLORE"	8,334	21st Jan.	Shanghai, Moji and Kobe.
"MANTUA"	10,902	4th Feb.	Shanghai, Moji and Kobe.
"TANDA"	6,858	8th Feb.	Moji, Kobe, Osaka and Yokohama.
"MONGOLIA"	10,904	17th Feb.	Shanghai, Moji and Kobe.
"NYANZA"	7,023	18th Feb.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,120	4th March	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	5th March	Moji, Kobe, Osaka and Yokohama.
"DEVANHA"	8,155	12th March	Shanghai, Moji and Kobe.
"KARMALA"	9,128	18th March	Shanghai, Moji and Kobe.
"MALWA"	10,980	1st April	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th April	Moji, Kobe, Osaka and Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Road Central, HONGKONG. Agents.

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR**AMOY & FOCHOW****AND RETURN**

(Occupying 8 to 9 Days)

HAIOHING ... Friday, 17th September, at 4 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hongkong to Fochow (Paroda Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.

General Managers.

CHINA NAVIGATION CO.,

LIMITED.

SHANGHAI	"SOOCHOW"	On 18th Sept.	6 a.m.
AMOY & SINGAPORE	"KIANGSU"	On 18th Sept.	6 a.m.
SHANGHAI & TSINGTAO	"SUIYANG"	On 18th Sept.	6 a.m.
SHANGHAI	"SZECHUEN"	On 19th Sept.	6 a.m.
AMOY, NINGPO, SHANGHAI & NEWCHOW	"NINGPO"	On 21st Sept.	6 a.m.
AMOY & SINGAPORE	"ANHEI"	On 21st Sept.	8 a.m.
BANGKOK	"KALGAN"	On 21st Sept.	Noon.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 21st Sept.	4 p.m.
SHANGHAI	"SHANTUNG"	On 23rd Sept.	6 a.m.
HOIHOW & HAIPHONG	"TEAN"	On 23rd Sept.	10 a.m.
SHANGHAI & TSINGTAO	"LINAN"	On 25th Sept.	6 a.m.
SHANGHAI	"KANGCHOW"	On 25th Sept.	6 a.m.
AMOY & SHANGHAI	"SUNNING"	On 25th Sept.	6 a.m.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE.

Telephone Central 38.

Agents.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LTD.**"CHANGTE" & "TAIPING"**

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,
Via MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXHIBITION & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong ON OR ABOUT	SAILING HENCE ON OR ABOUT
TAIPING	In Port	17th September
CHANGTE	8th October	18th October
TAIPING	9th November	17th November
CHANGTE	10th December	17th December

For Freight and Passage Apply to—BUTTERFIELD & SWIRE.

Telephone Central 38.

Agents.

DODWELL & CO., LTD.**NEW YORK BERTH.**

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "BOLTON CASTLE" ... on or about 19th September.

LYDD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADEIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS:**"B" CLASS:****NEXT SAILINGS.**

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

From Hongkong.

M.V. "VIMINALE" ... on or about 5th October.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hongkong.

S.S. "PIUME L" ... on or about 30th September.

M.V. "VIMINALE" ... on or about 30th October.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... Sails from Calcutta 30th Sept.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

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AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"CITY OF EVANSVILLE"	... Via Suez Canal	24th September
"CITY OF BATH"	... Via Suez Canal	30th October
"TEUGER"	... Via Suez Canal	22nd October
"CITY OF CAIRO"	... Via Suez Canal	5th November

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Passengers, apply to—

BUTTERFIELD & SWIRE, on THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. JABONE MATHESON & CO., LTD., CANTON.**PRINCE LINE****IMPROVED SERVICE**

BY

FAST MOTOR VESSELS**BOSTON****NEW YORK****PHILADELPHIA**

M.V. "MALAYAN PRINCE" ... Leave Hongkong 3rd Oct., 1926

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FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furnprince.

King's Building.

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(ROYAL PACKET NAVIGATION CO. OF BATAVIA.)

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"VAN OVERSTRATEN"

Due to sail to SINGAPORE, BELAWAN, DELI and PENANG, on 16th September.

Offers excellent Saloon accommodation.

All lower berths.

Doctor carried.

English cuisine.

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